

## **APPENDIX B. IOWA MRT MAPS**

This appendix contains map information as referred to in the body of *Iowa's Mississippi River Trail Plan*. Many maps were generated during the planning process; maps were created to display different trail development data, but each data grouping also required the creation of 10 county maps to represent all 10 Iowa counties that will contain the MRT. The first set of maps in this appendix highlights amenities and concerns along the trail routing. The second set of maps in this appendix outlines the results of the BLOS and shoulder improvement studies.

The amenities and trail development concerns set of maps, Figures B.1–B.20, displays trail development factors considered at the start of the Iowa MRT planning process. While major concerns of the Iowa MRT Advisory Committee were the overall safety and proximity to the river of the trail, trail amenities also influenced trail placement decisions. Many trail amenities were used to route the Mississippi River Trail; generally, lodging and points of interest were used to place trails near services cyclists may need. Trail concerns were also important to the trail's planning process. Topography was a concern of trail development but was important only to the northern sections of the project area. Railroad lines were thought to be a potential problem since rail crossings can be difficult for cyclists to cross if not properly designed. Also, structures on roadways could create higher costs for the creation of bicycle lanes, since bicycle accommodations on structures may require bridge re-decking if the bridge shoulder is not currently wide enough for a bicycle lane.

The BLOS and shoulder improvements study maps, Figures B.21–B.40, used roadway and traffic characteristics to analyze each potential corridor for its suitability to carry bicycle lanes. The BLOS measure was used to determine the feasibility for each road segment to currently carry a bicycle lane. The shoulder improvements study analyzed preferred road segments to measure the change of its BLOS if all shoulders along the roadway were given 6-foot wide paved shoulders. The result of the shoulder improvements study gave each roadway corridor the characteristics of a bicycle lane (a 6-foot paved shoulder) while determining if each road segment could safely carry that bicycle lane (a BLOS score of at least C). The processes used for these analyses are detailed in Chapter 3.

### **Trail Development Concerns and Trail Amenities by County:**

Figures B.1–B.20, pp. B-2–B-21

### **Bicycle Level of Service and Shoulder Improvements Study:**

Figures B.21–B.40, pp. B-22–B-41

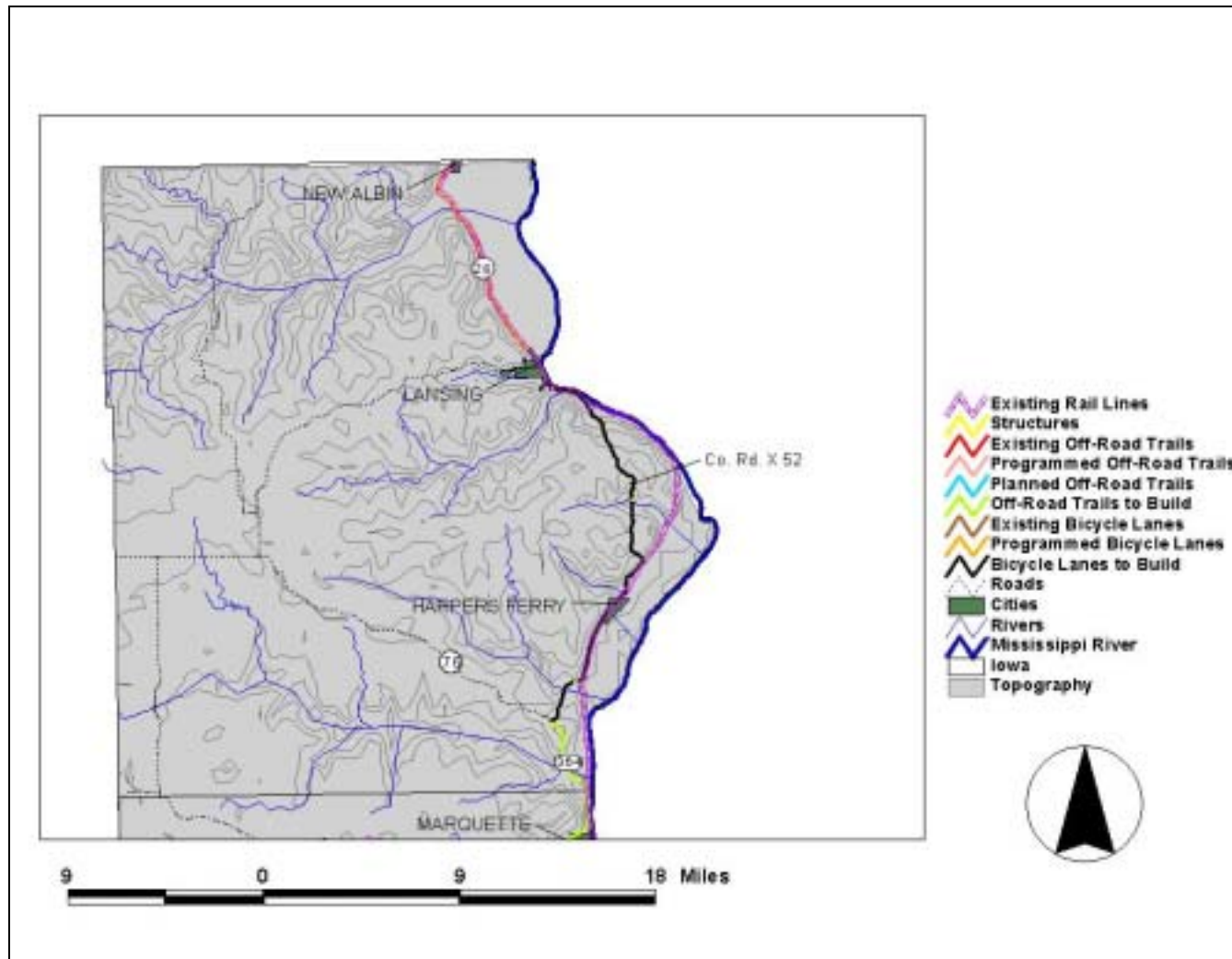


Figure B.1. Possible Trail Development Concerns: Allamakee County

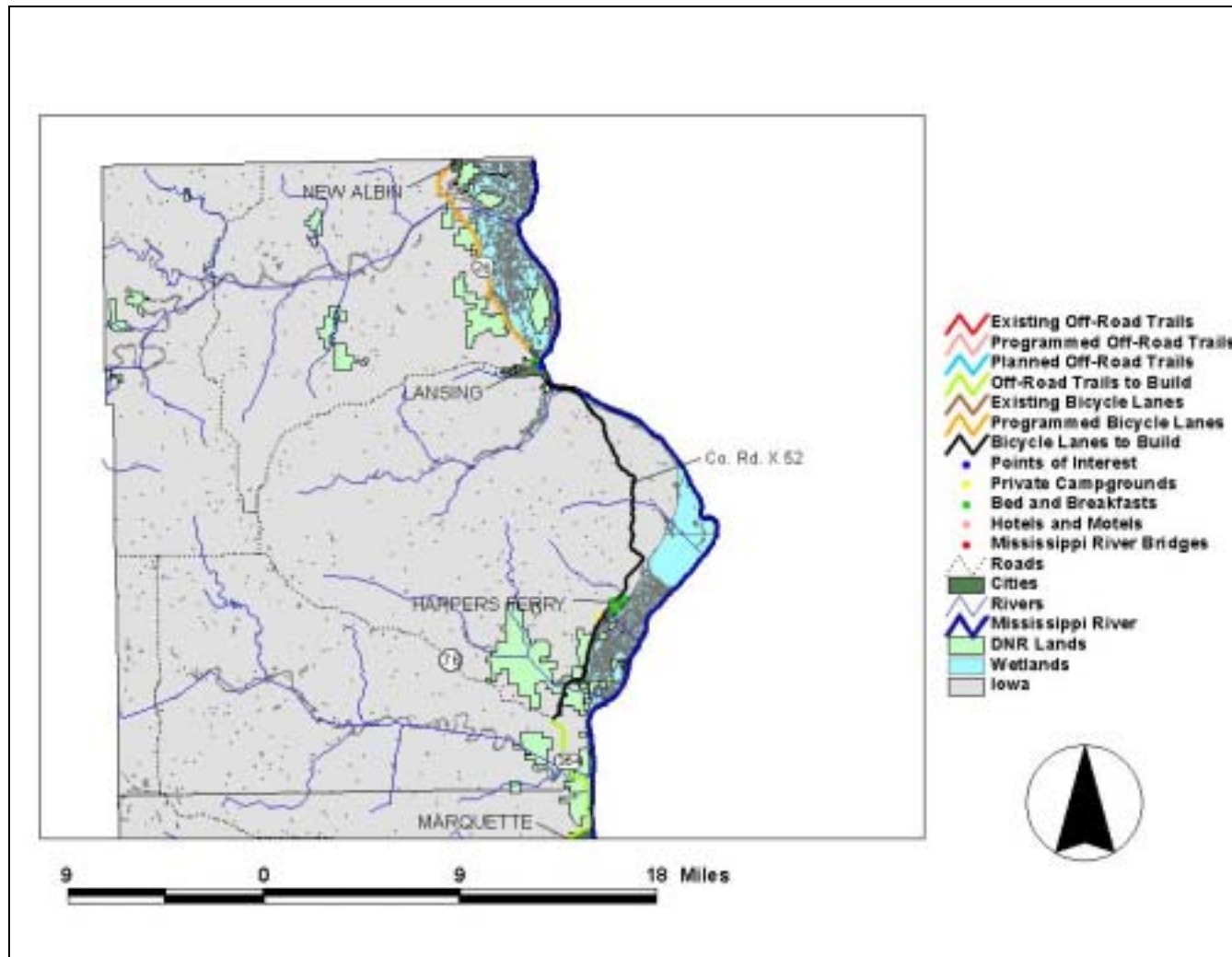


Figure B.2. Trail Amenities: Allamakee County

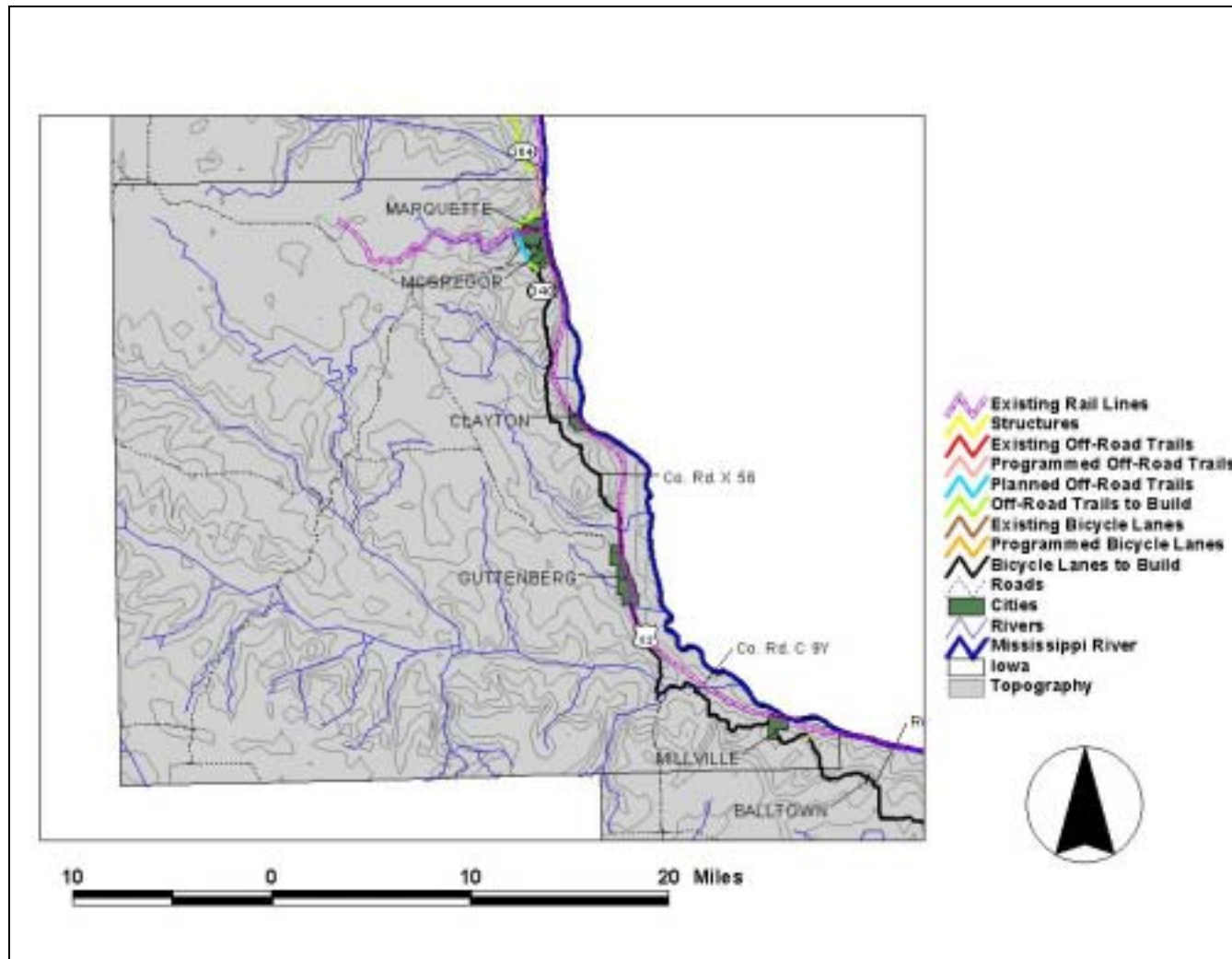


Figure B.3. Possible Trail Development Concerns: Clayton County

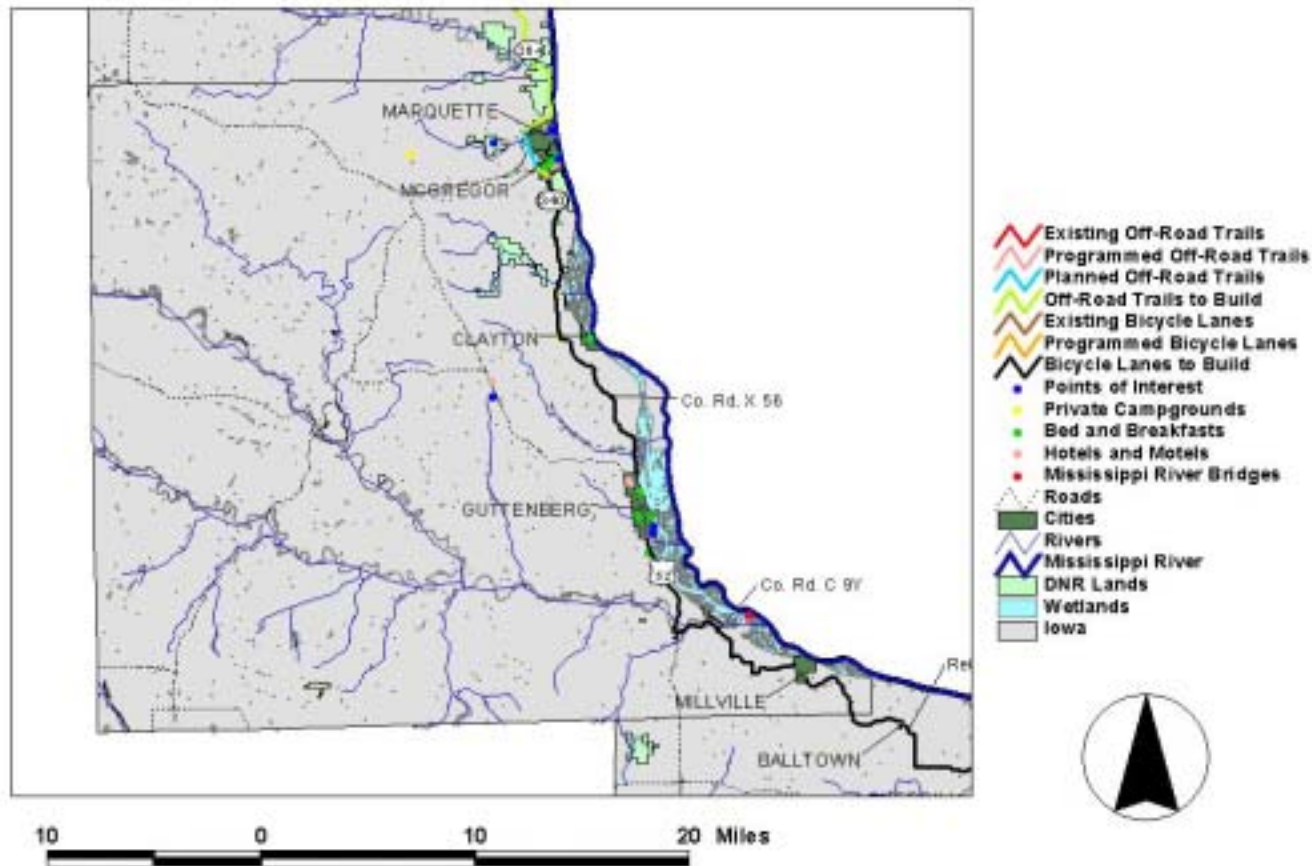


Figure B.4. Trail Amenities: Clayton County

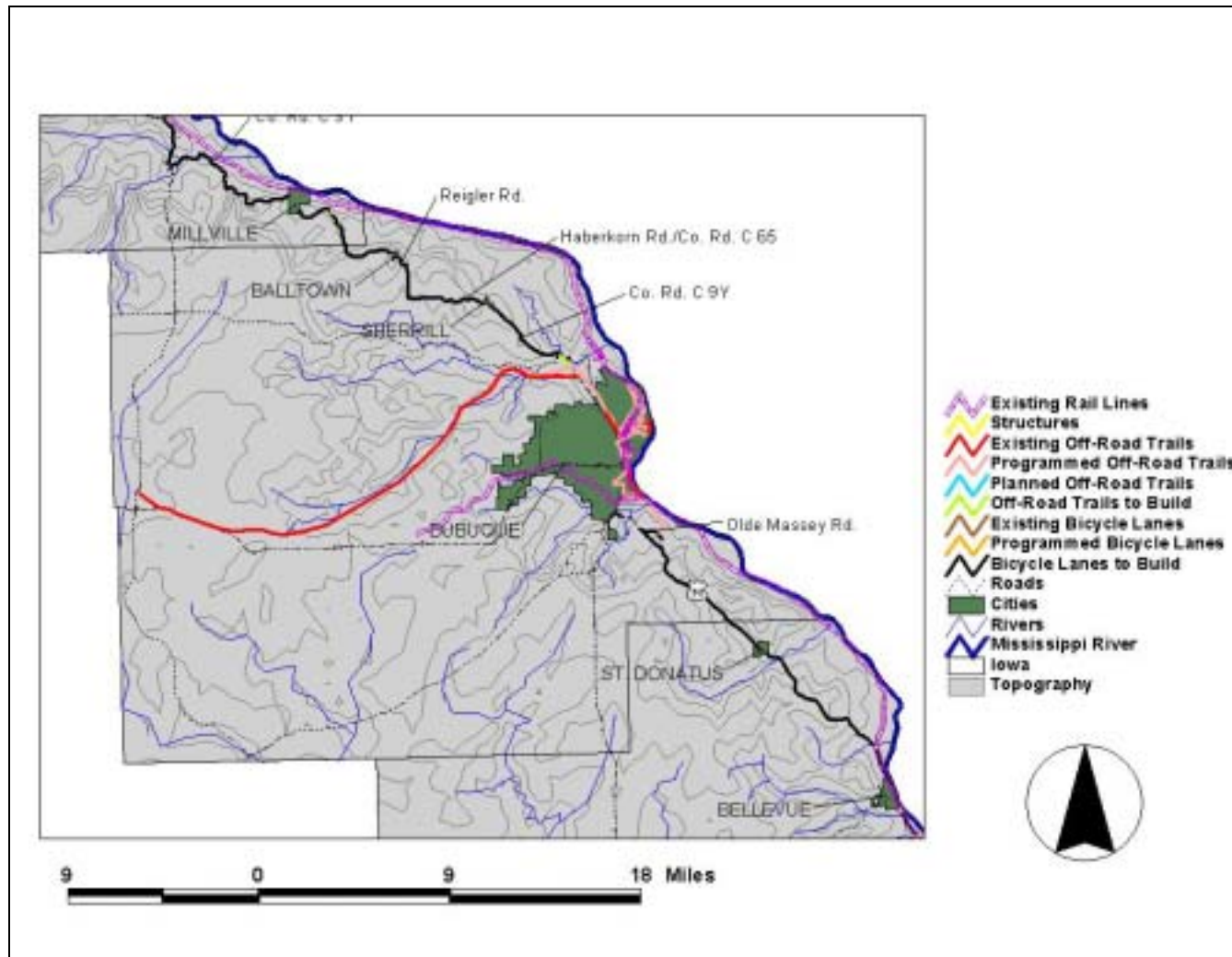


Figure B.5. Possible Trail Development Concerns: Dubuque County



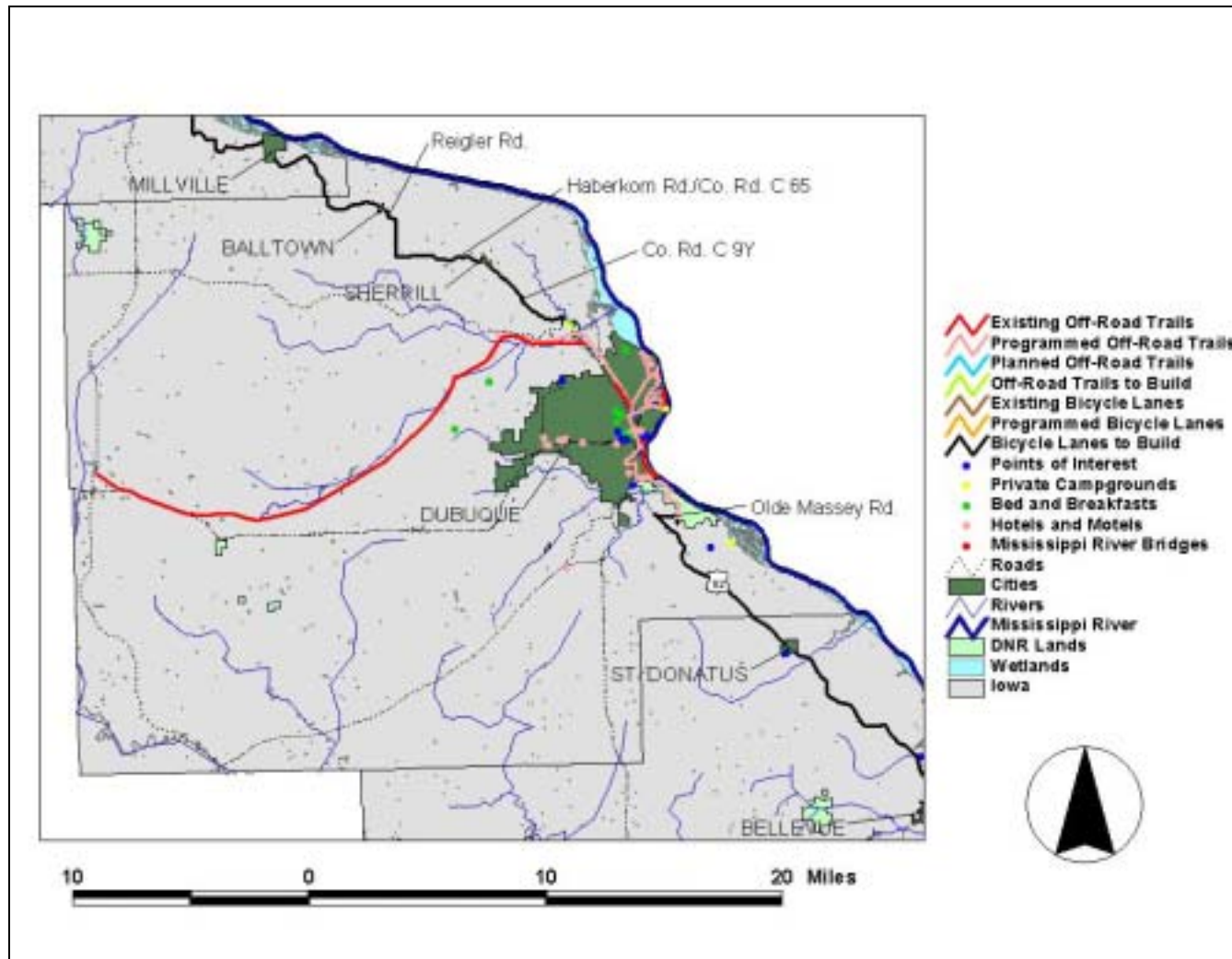


Figure B.6. Trail Amenities: Dubuque County

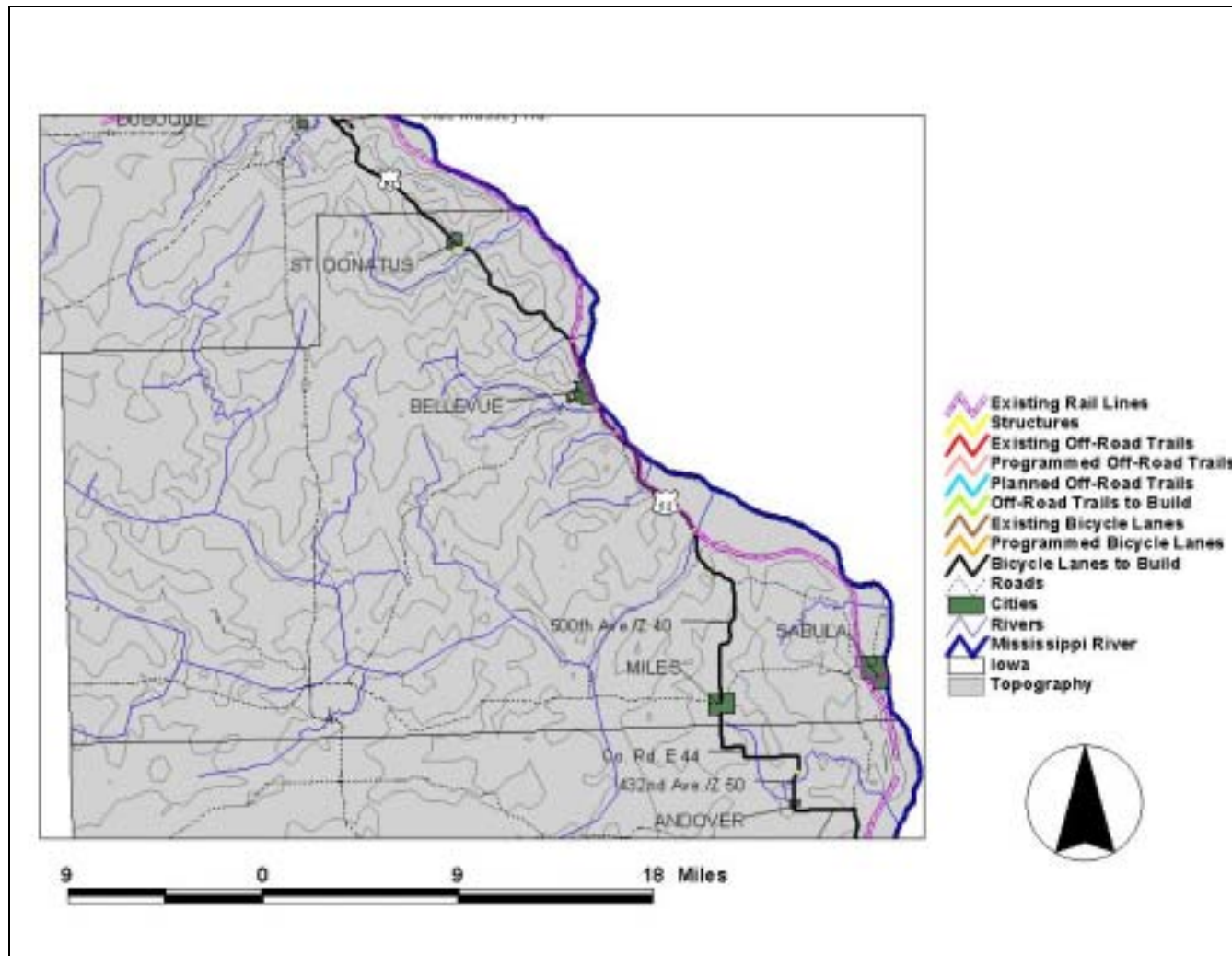


Figure B.7. Possible Trail Development Concerns: Jackson County



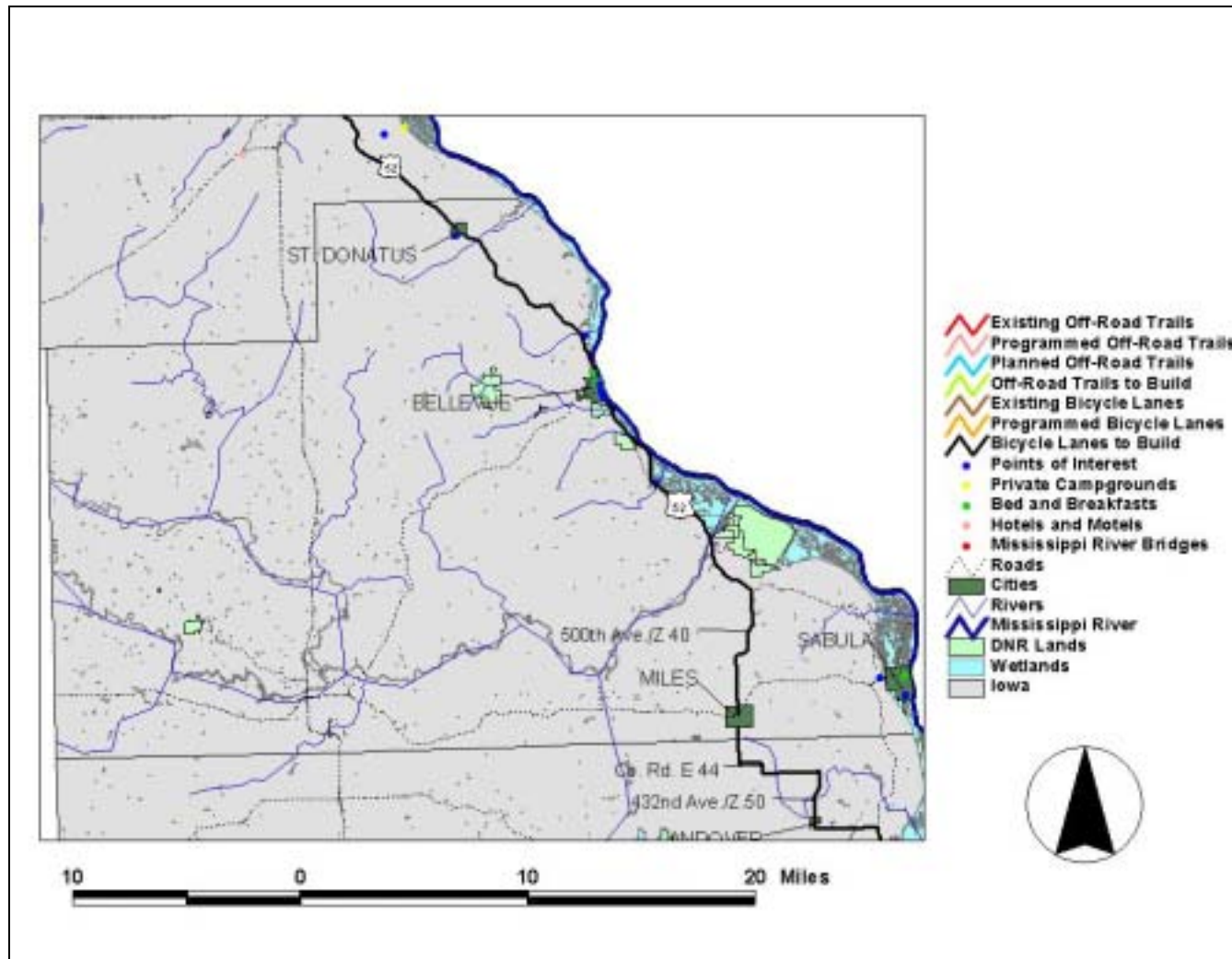


Figure B.8. Trail Amenities: Jackson County

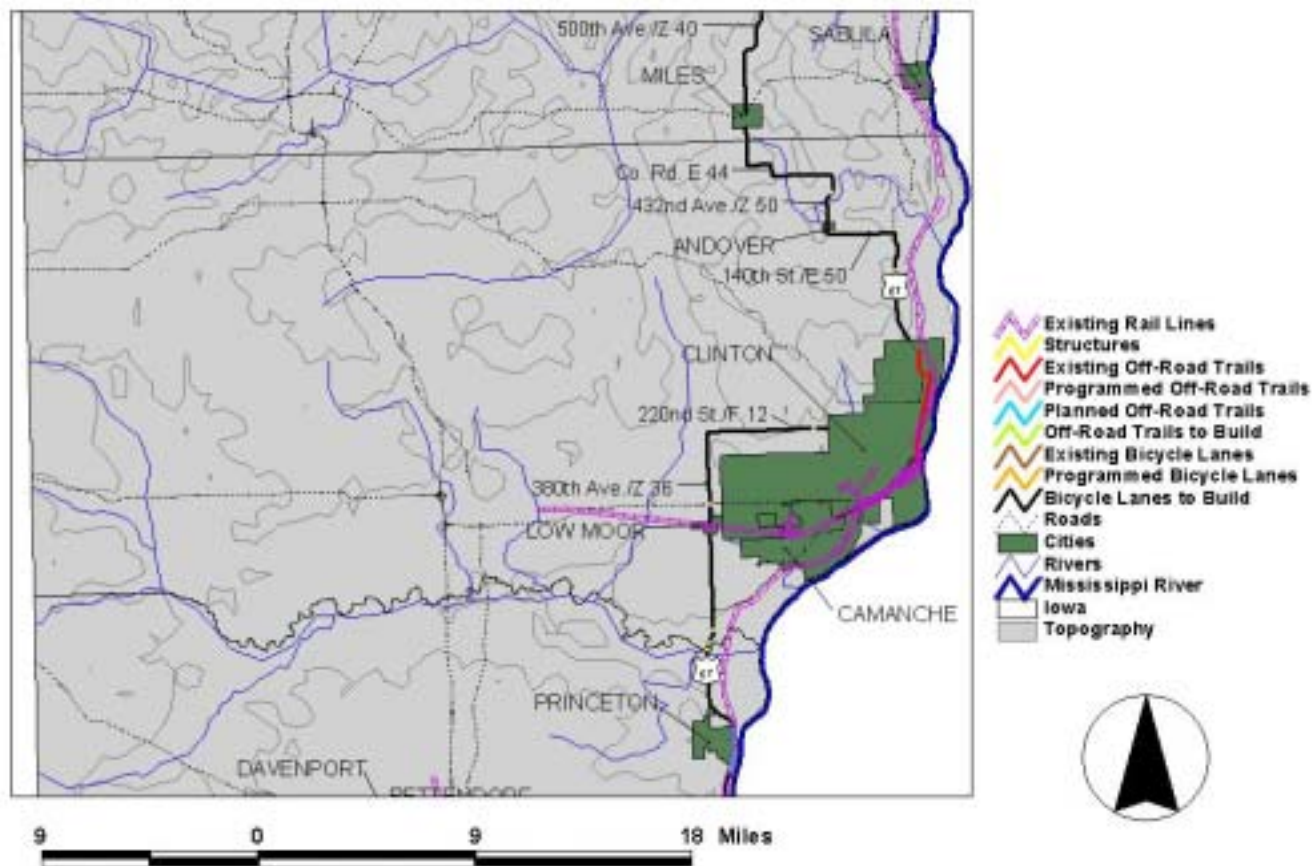


Figure B.9. Possible Trail Development Concerns: Clinton County

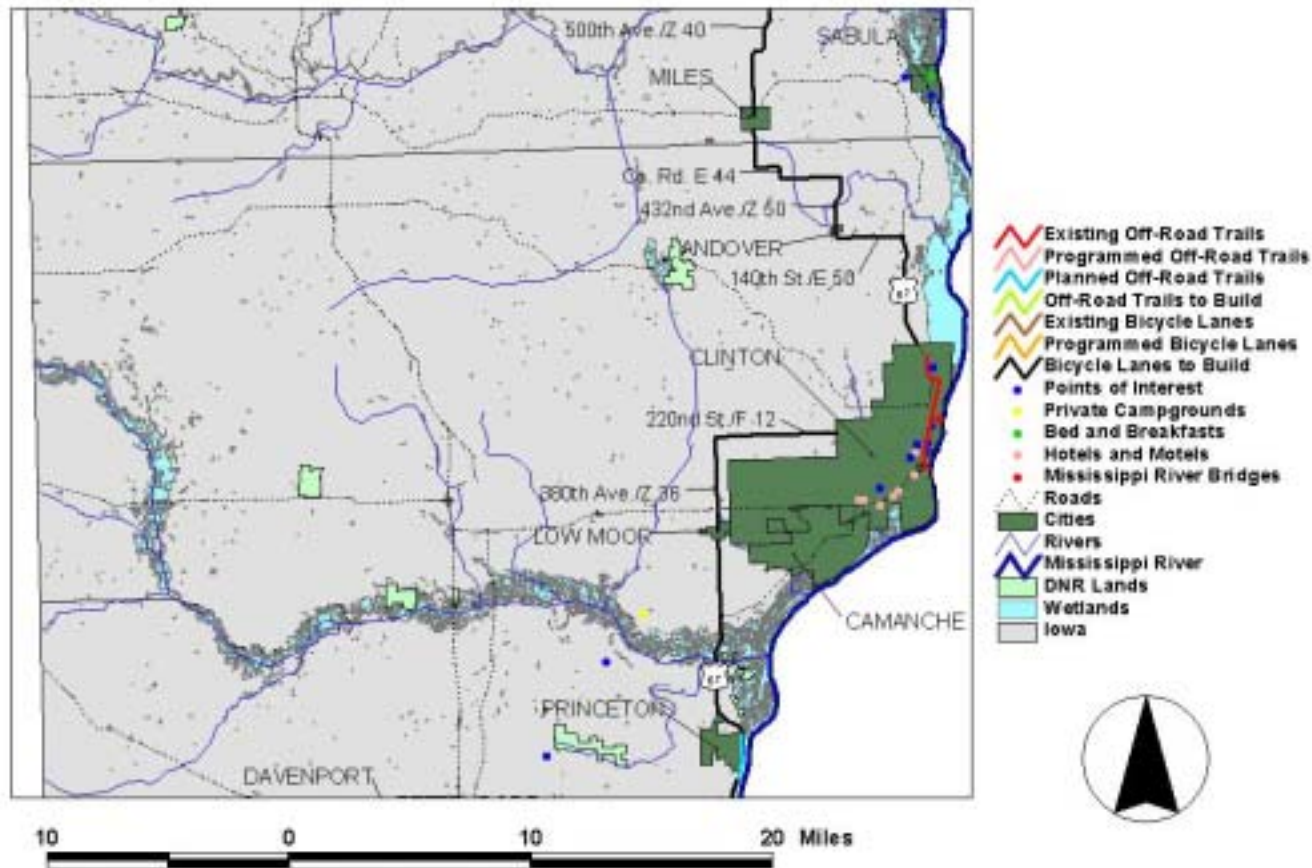


Figure B.10. Trail Amenities: Clinton County

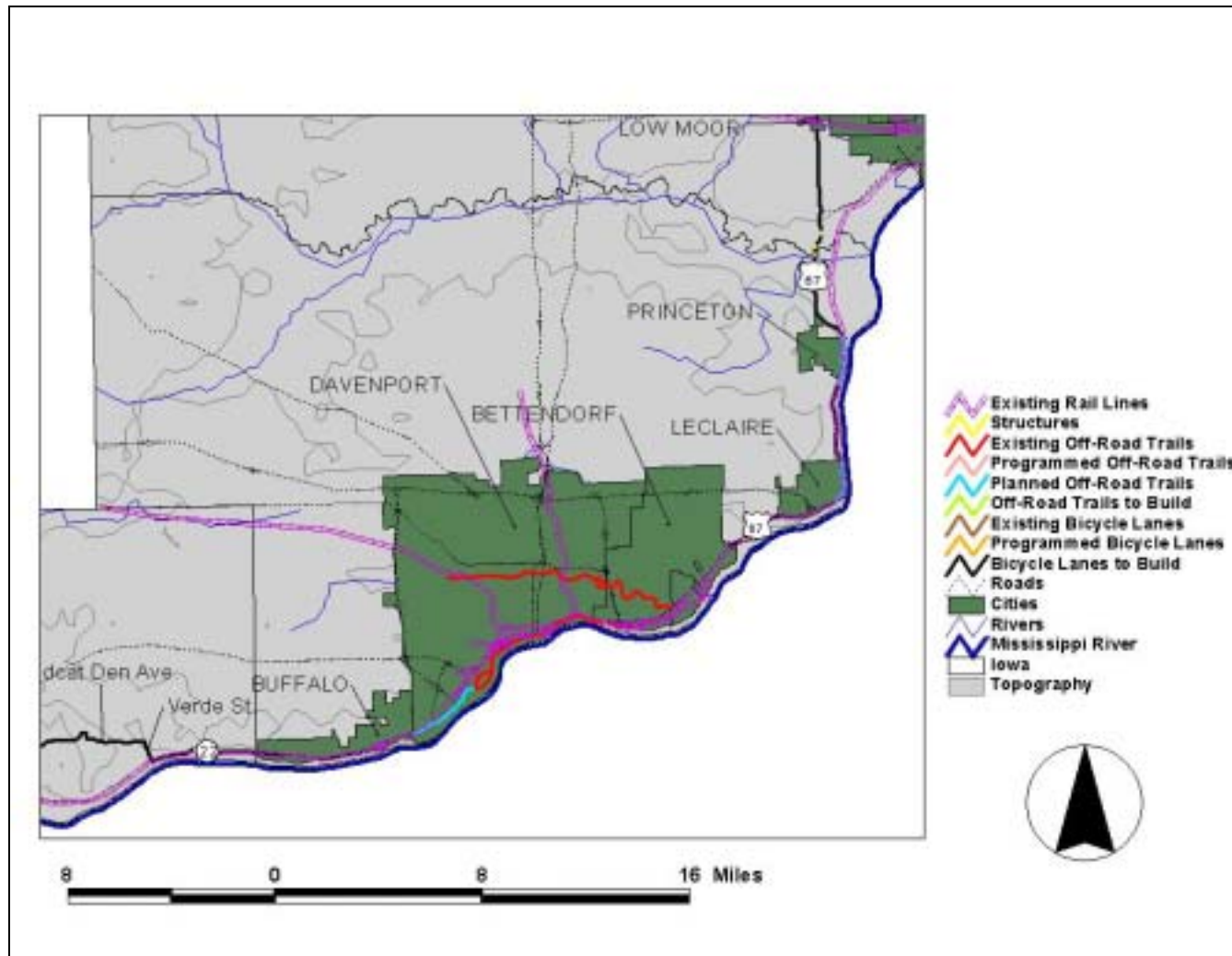


Figure B.11. Possible Trail Development Concerns: Scott County

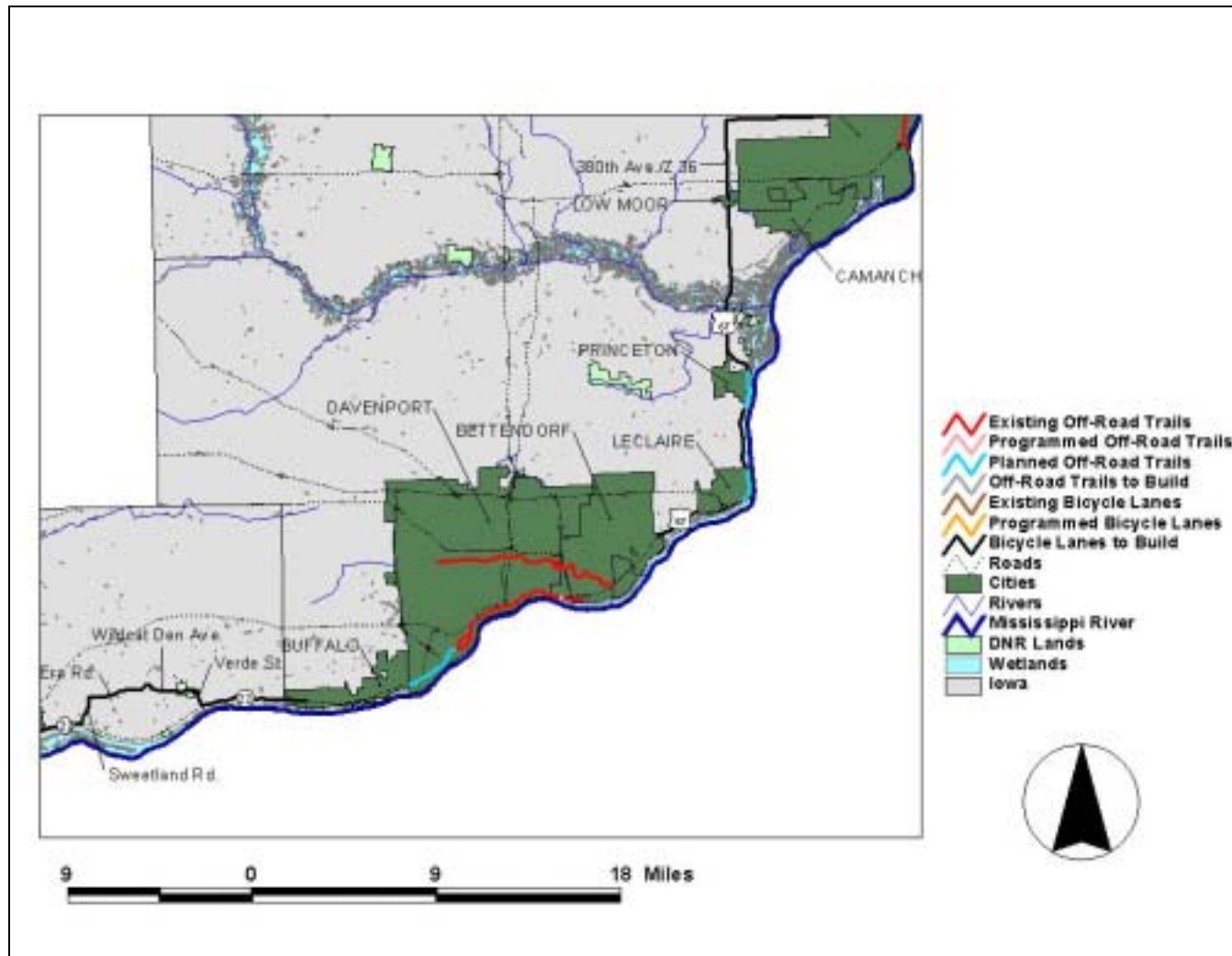


Figure B.12. Trail Amenities: Scott County



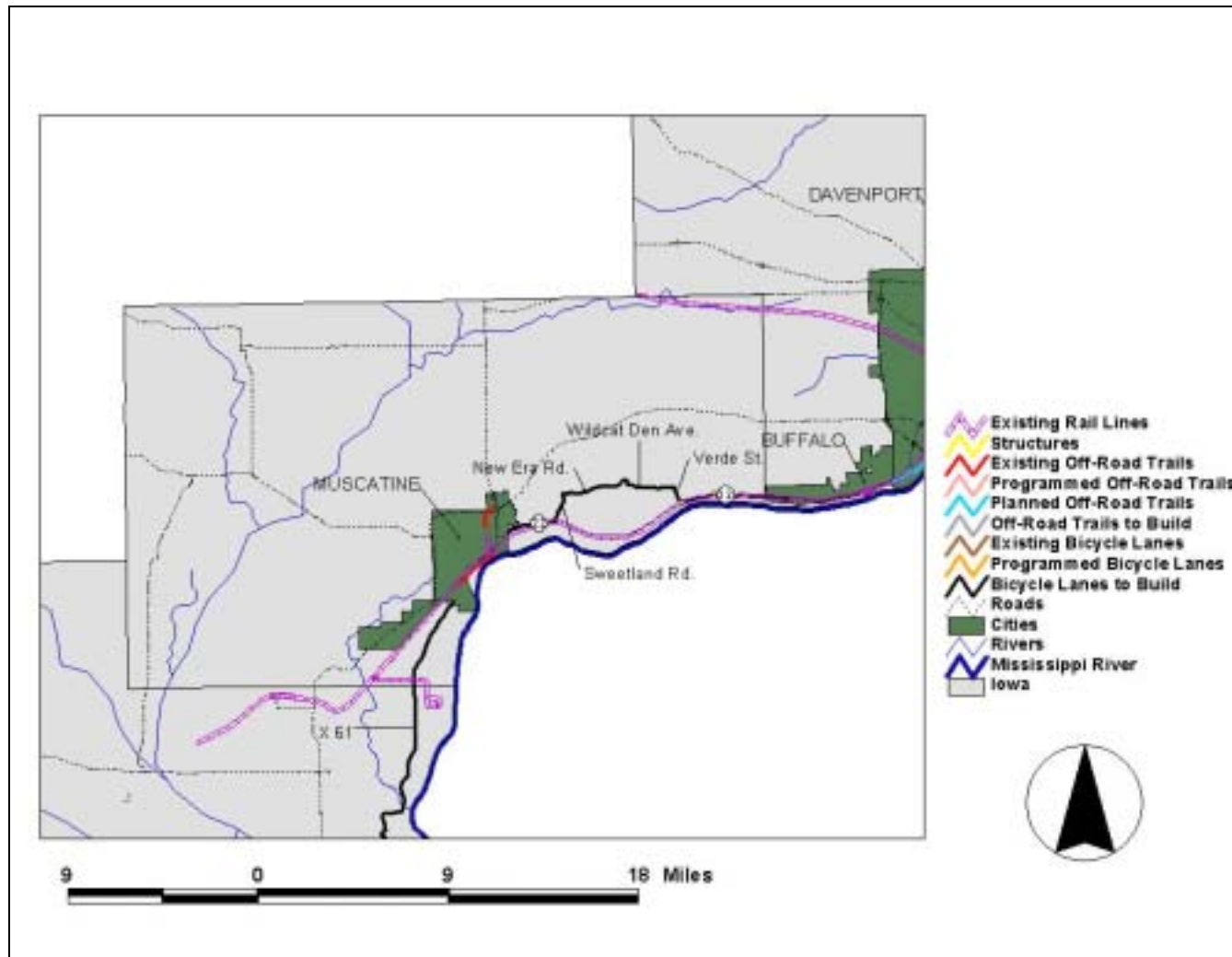


Figure B.13. Possible Trail Development Concerns: Muscatine County

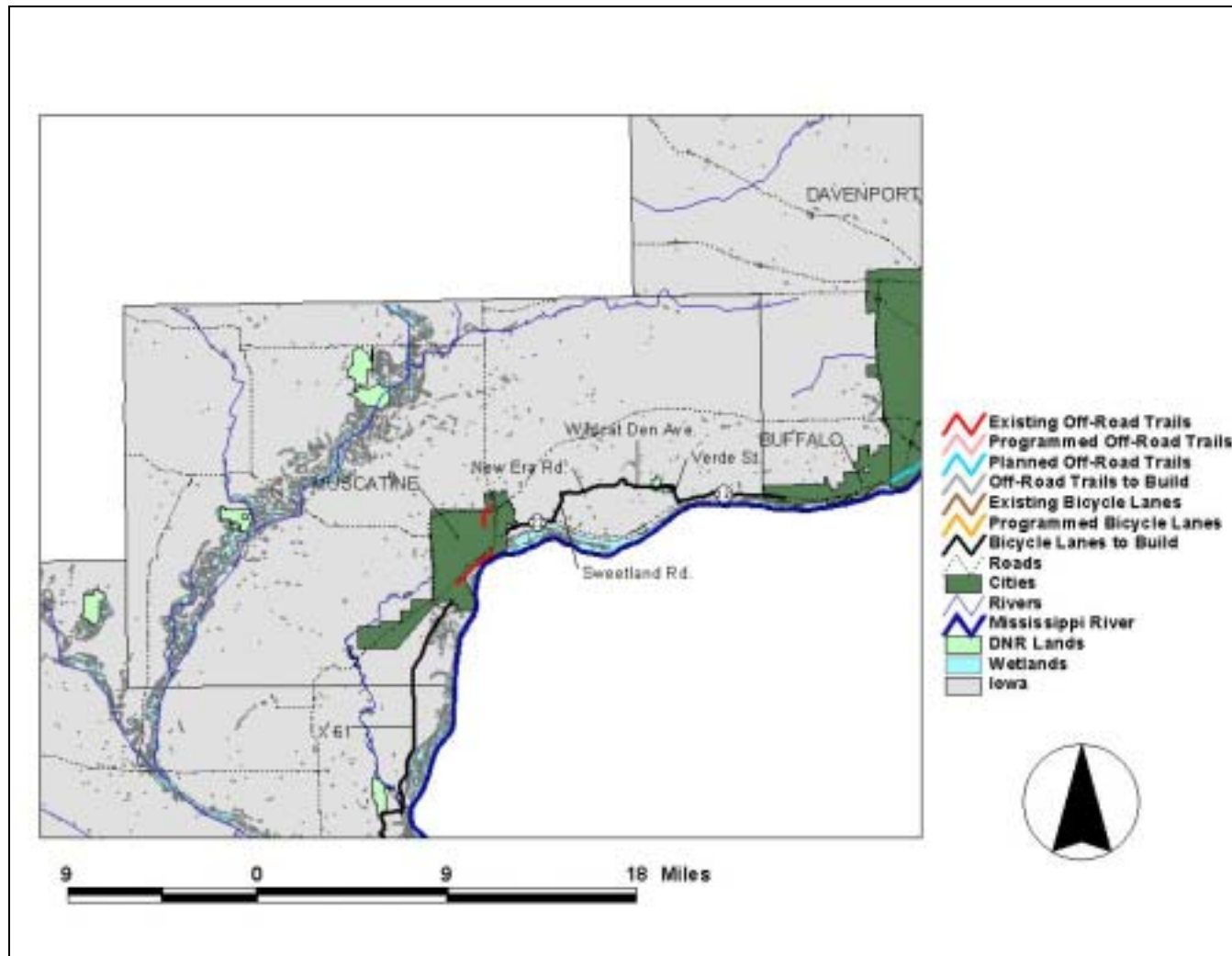
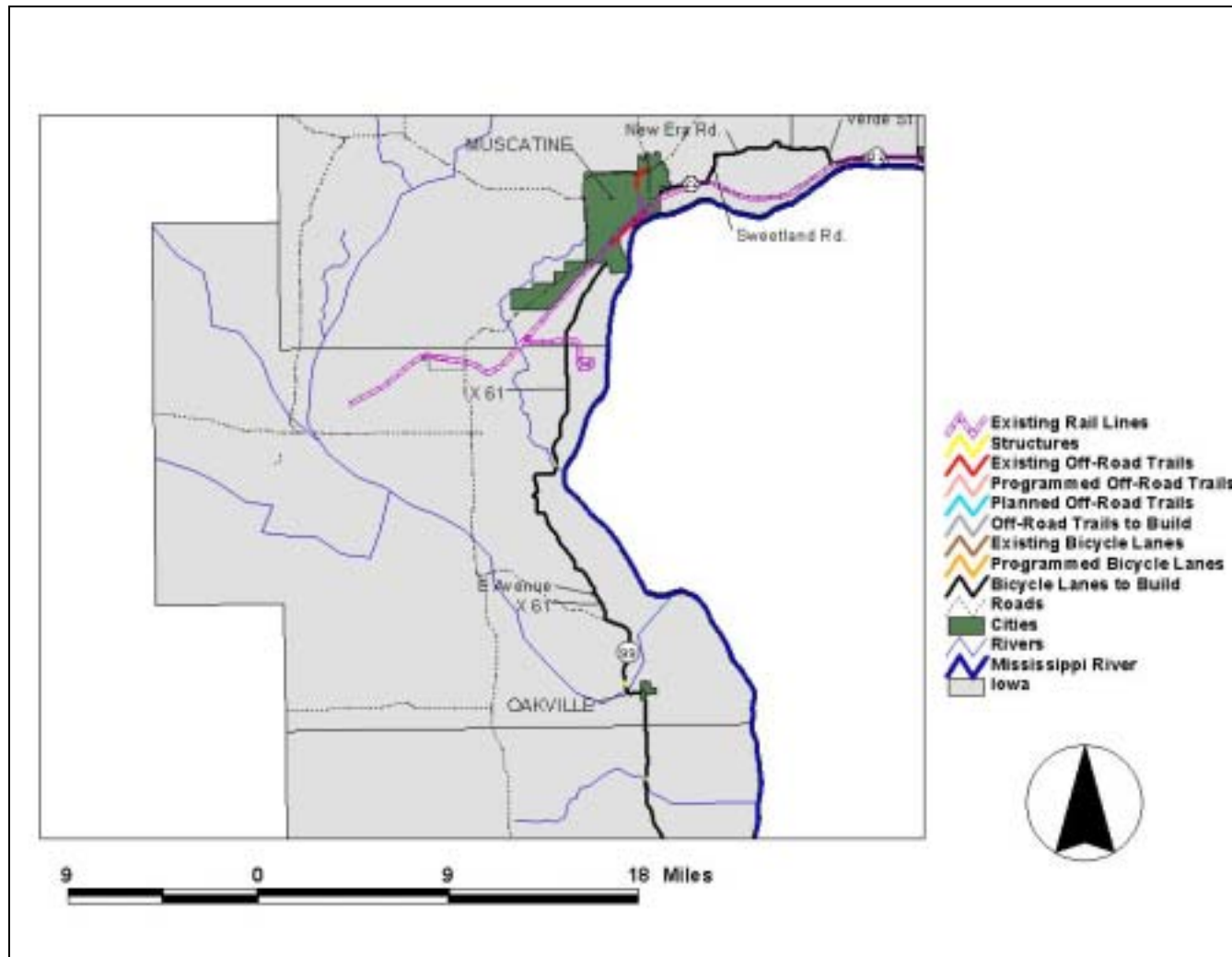


Figure B.14. Trail Amenities: Muscatine County



**Figure B.15. Possible Trail Development Concerns: Louisa County**

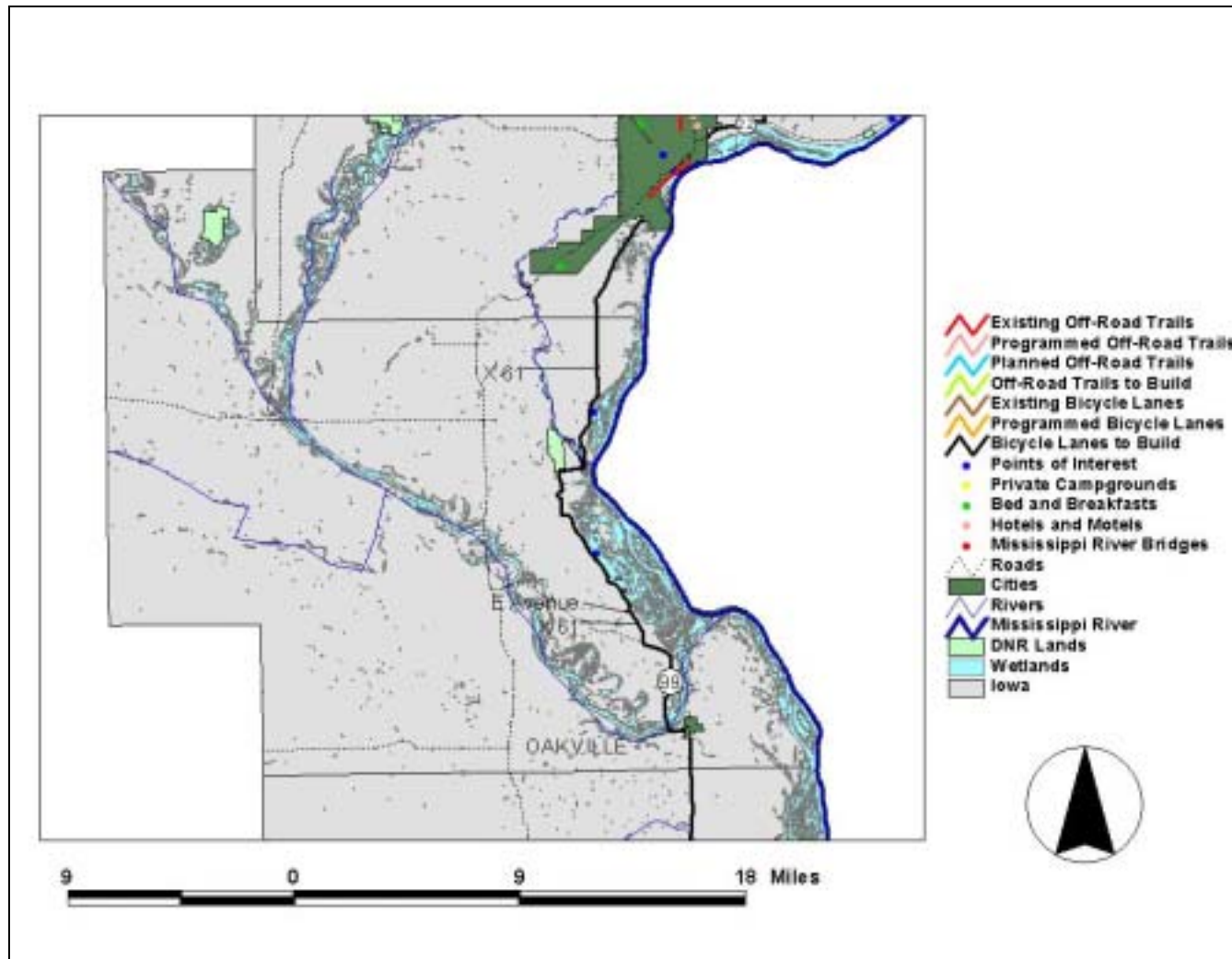
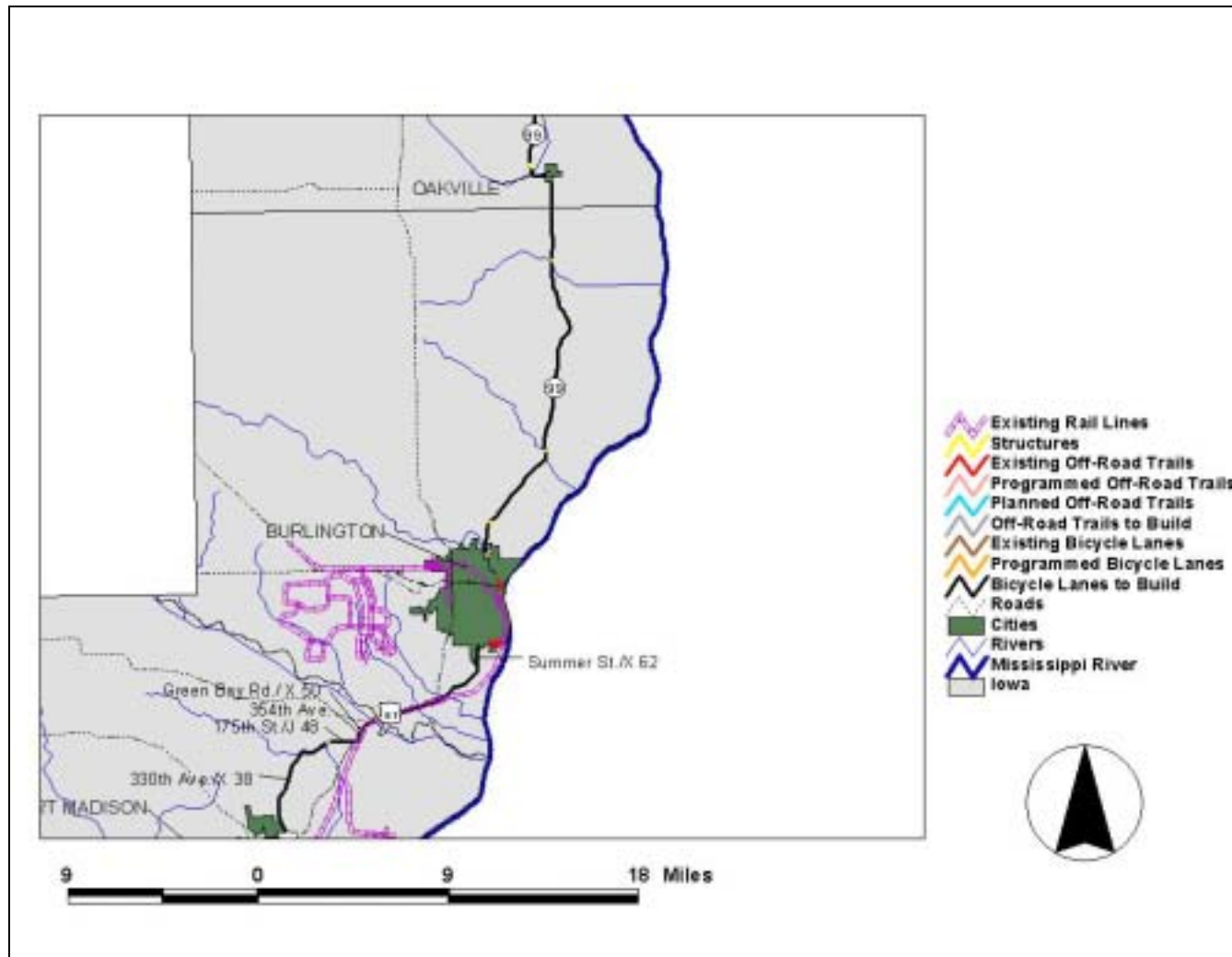


Figure B.16. Trail Amenities: Louisa County



**Figure B.17. Possible Trail Development Concerns: Des Moines County**



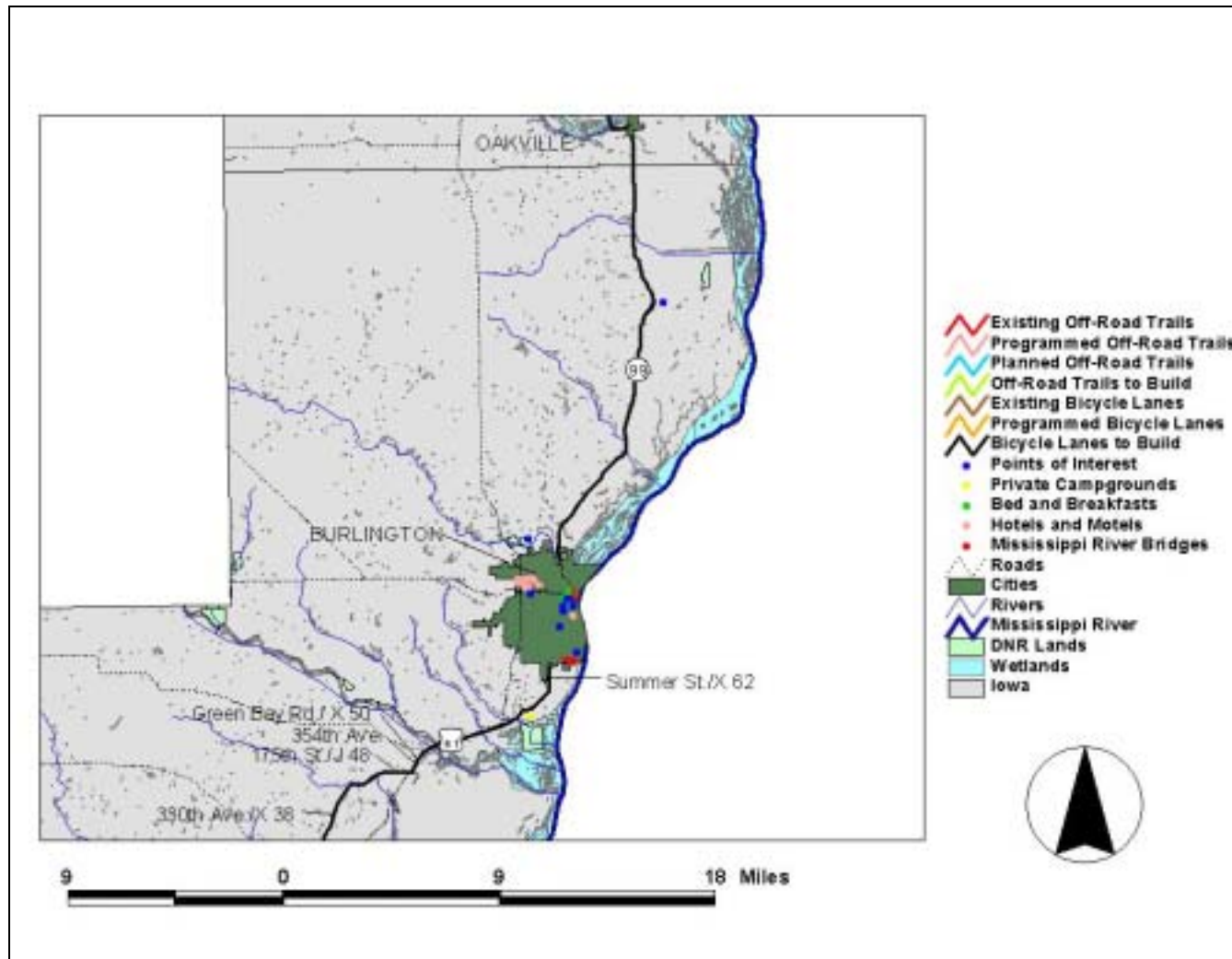


Figure B.18. Trail Amenities: Des Moines County

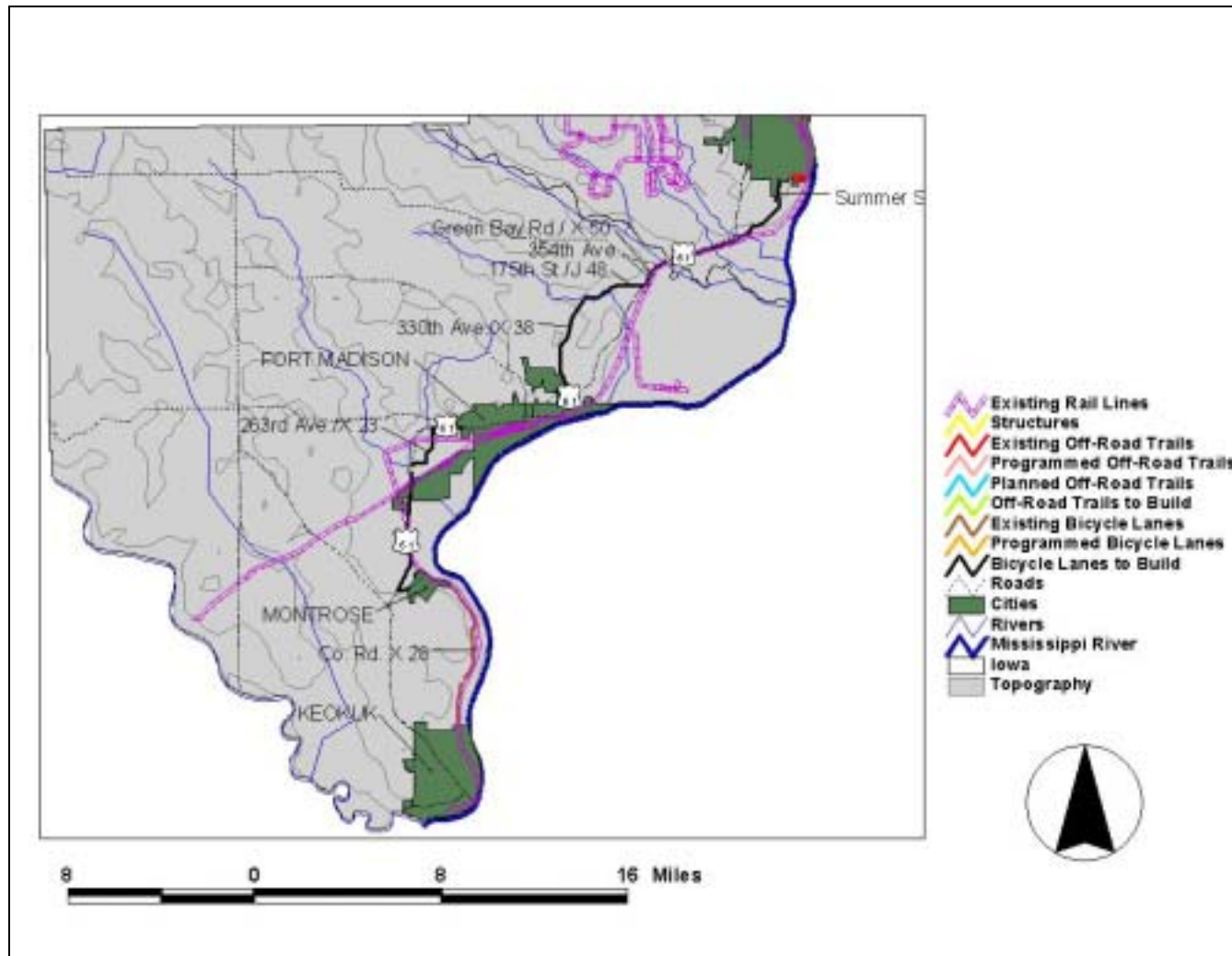


Figure B.19. Possible Trail Development Concerns: Lee County

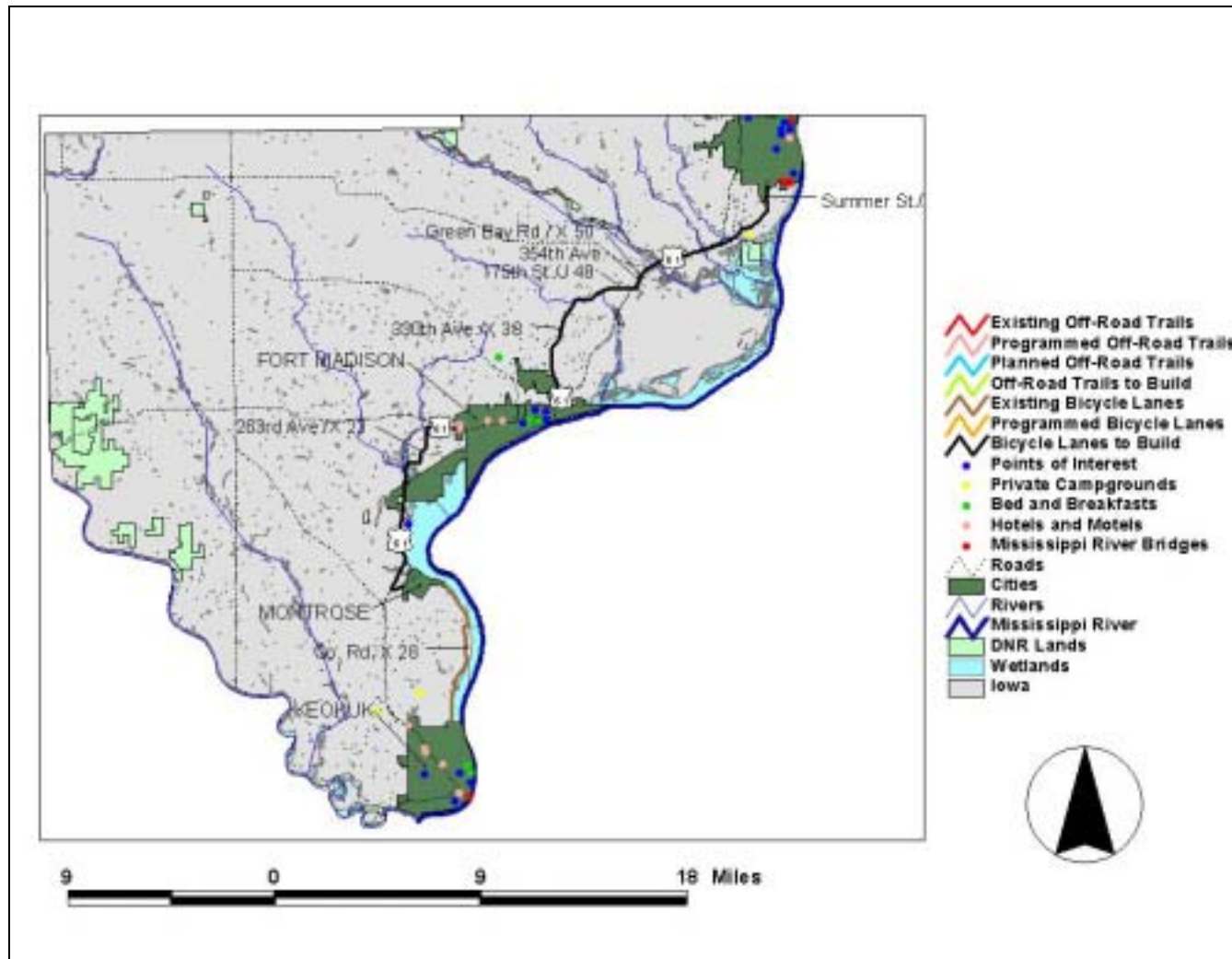
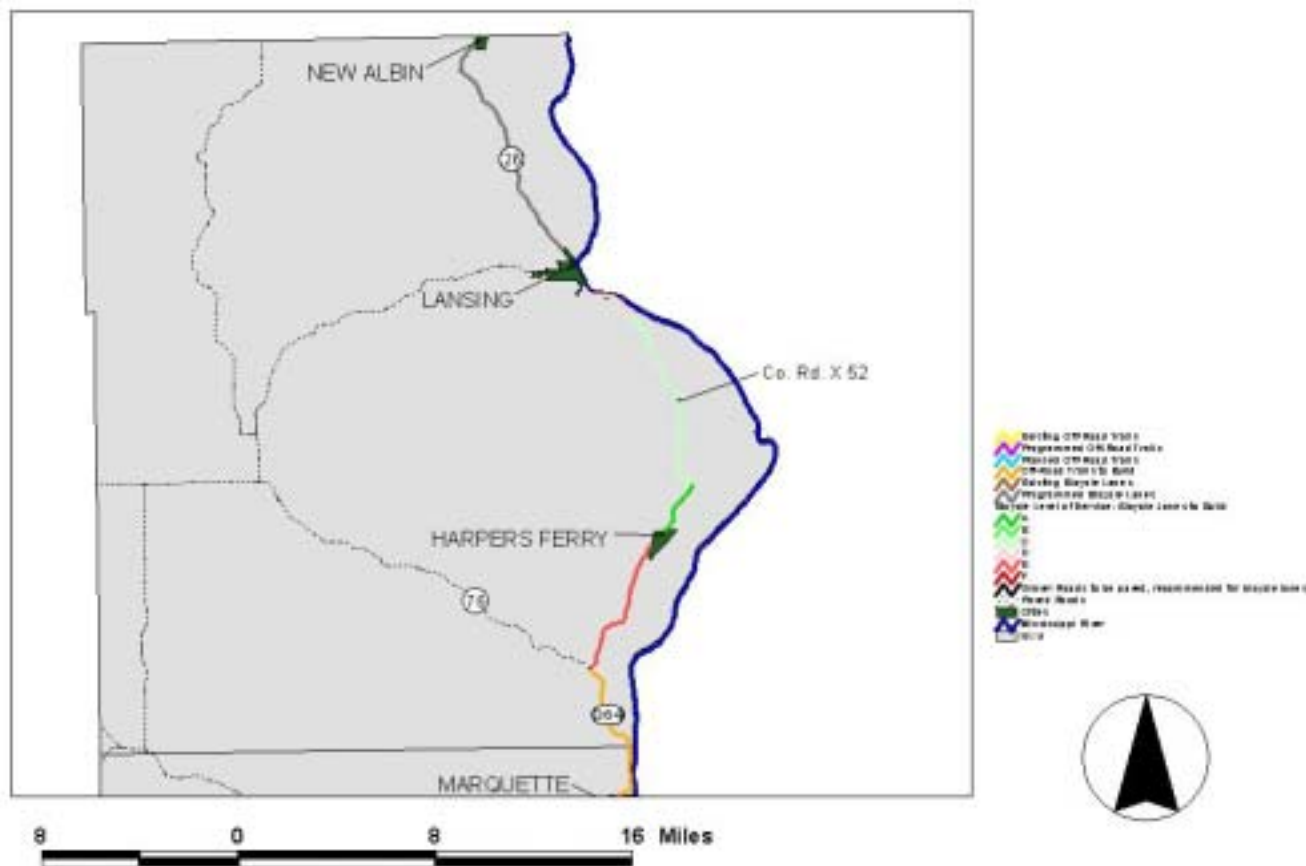


Figure B.20. Trail Amenities: Lee County



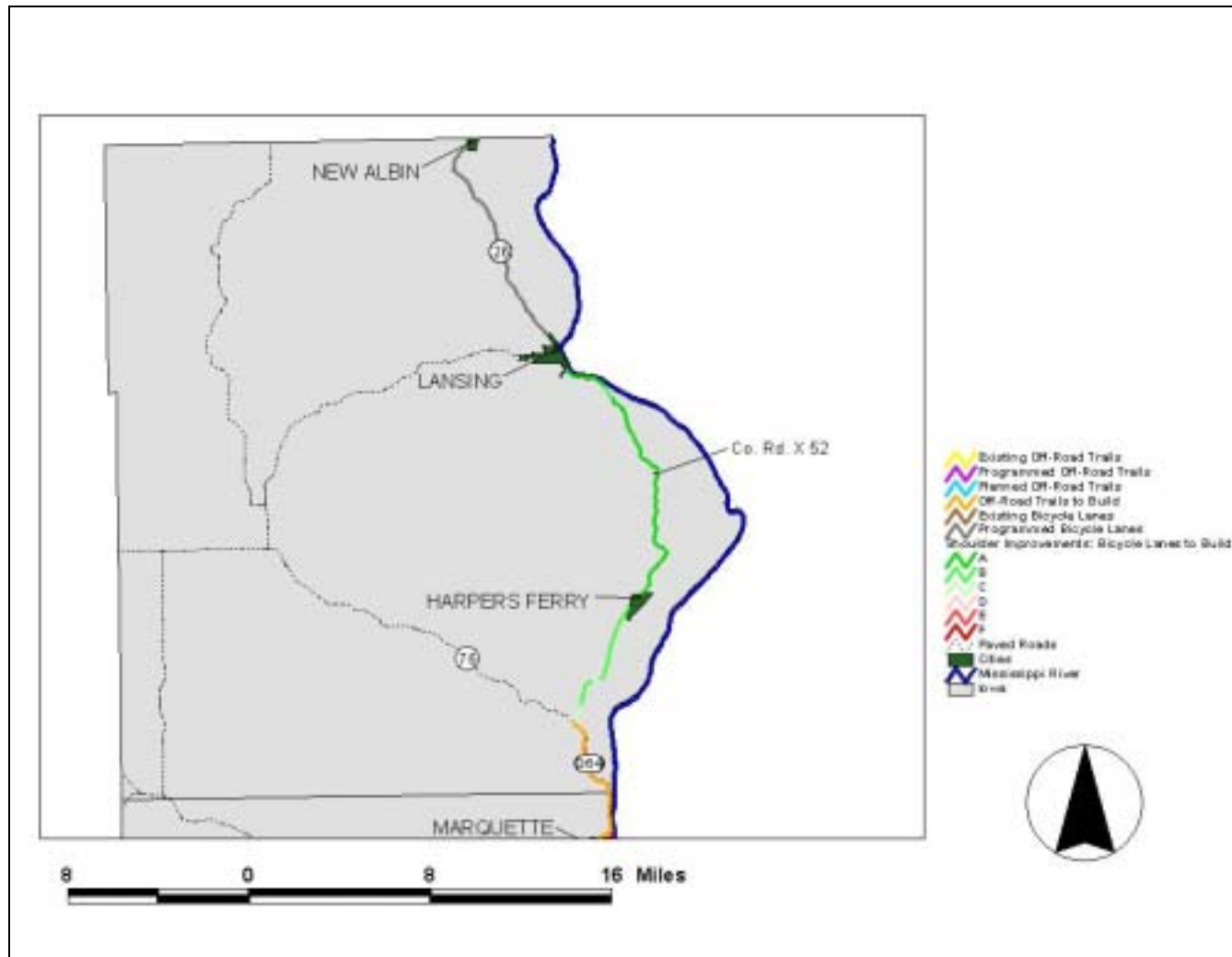


Figure B.22. Shoulder Improvements Study: Allamakee County



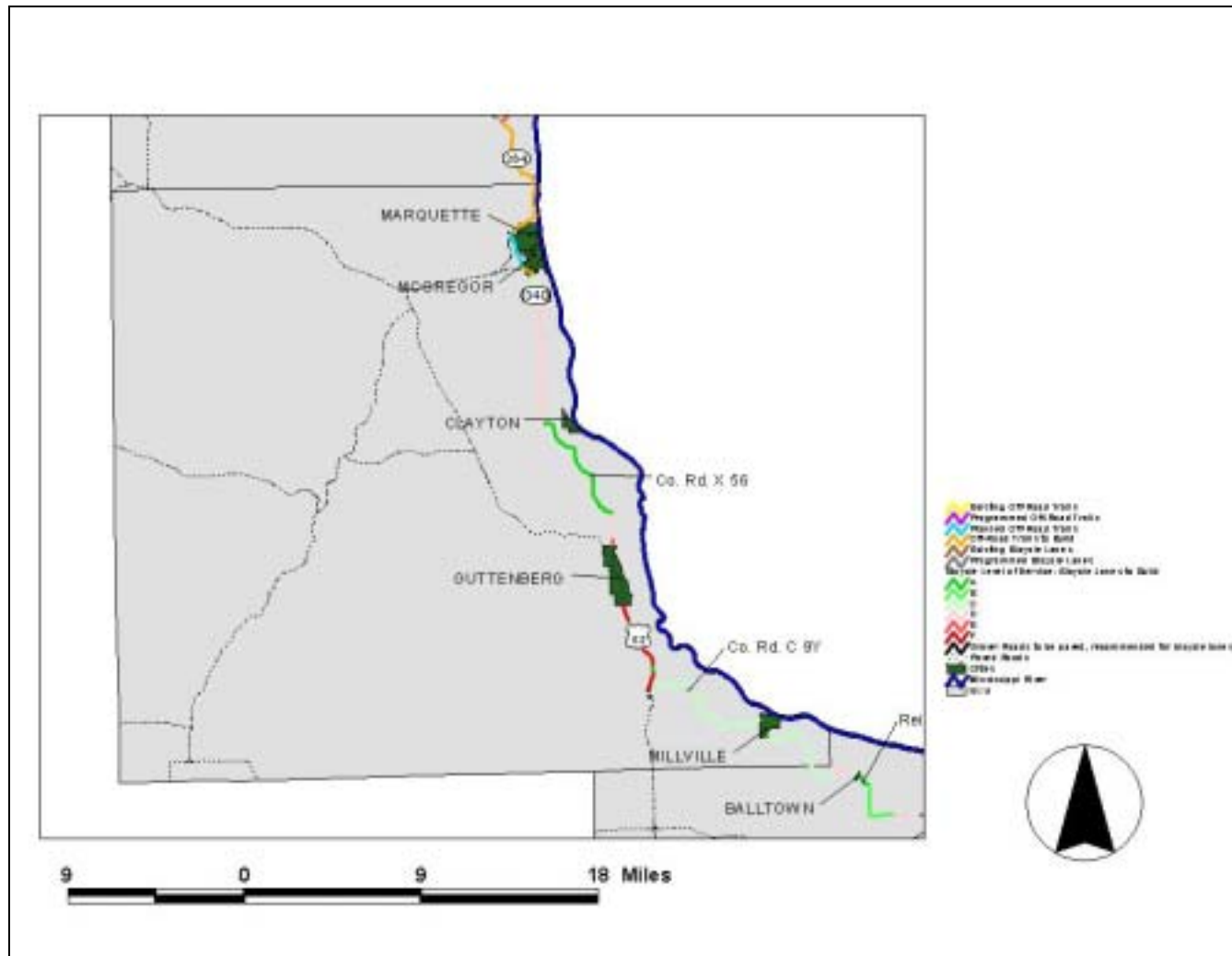


Figure B.23. Bicycle Level of Service Study: Clayton County

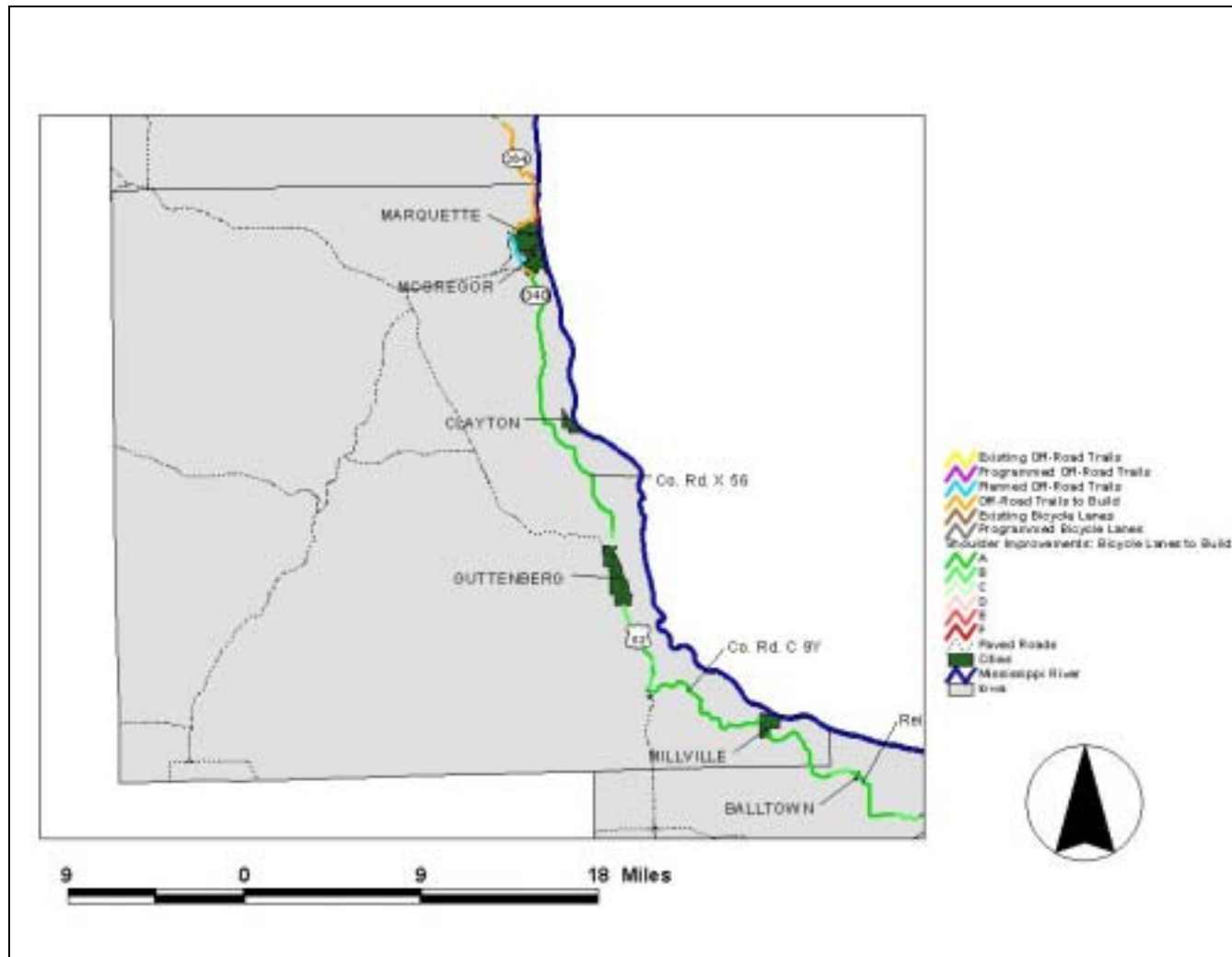


Figure B.24. Shoulder Improvements Study: Clayton County

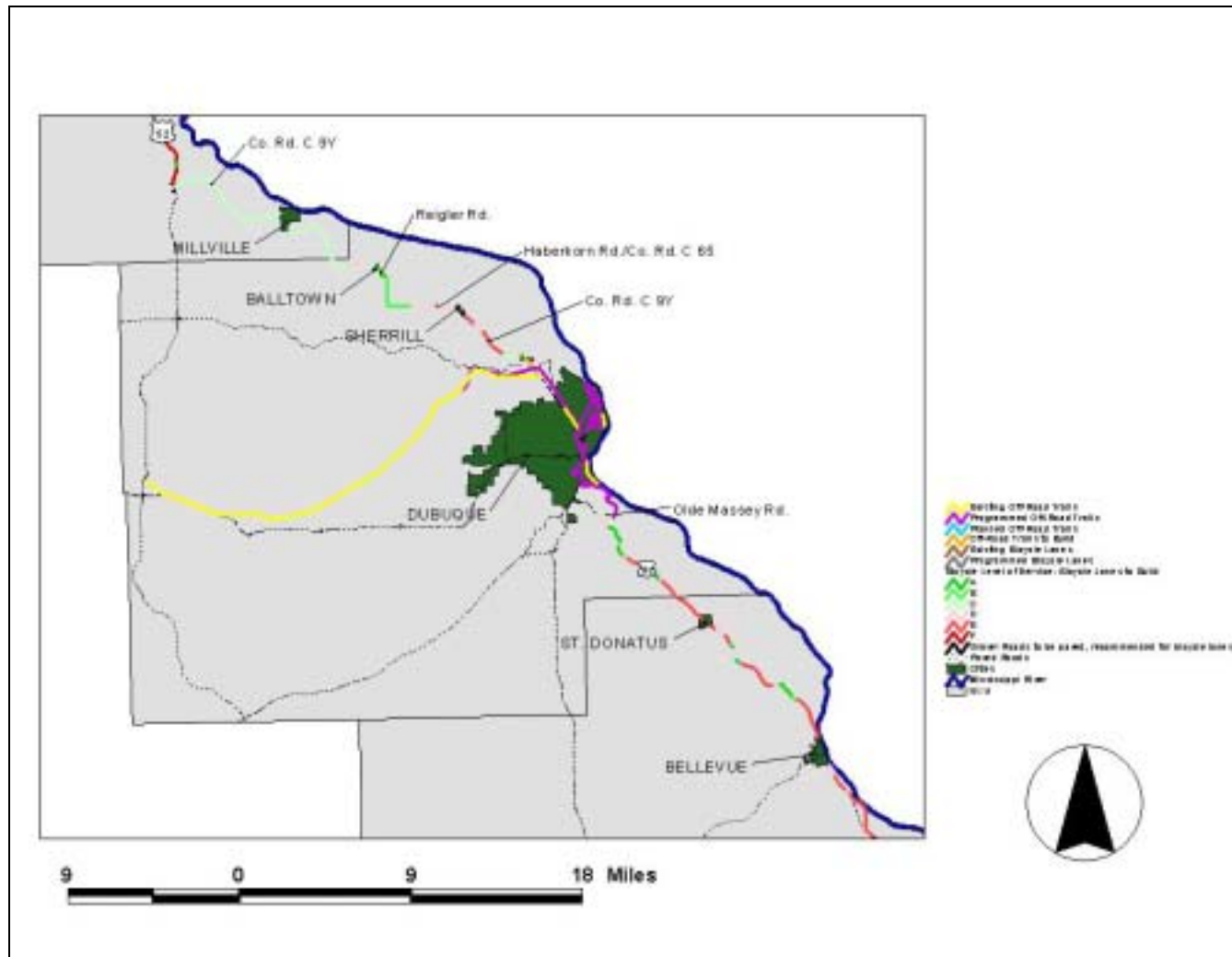


Figure B.25. Bicycle Level of Service Study: Dubuque County

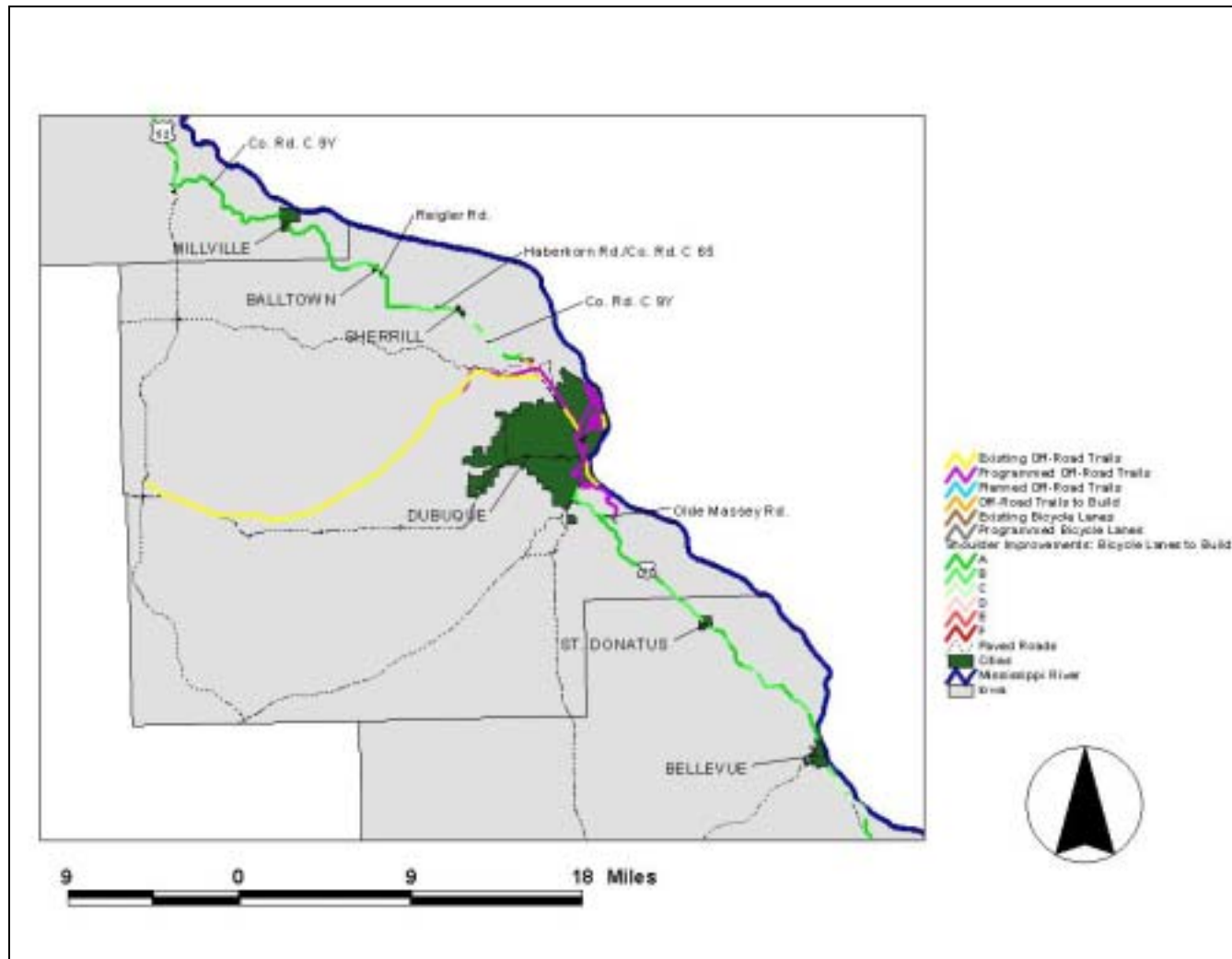


Figure B.26. Shoulder Improvements Study: Dubuque County

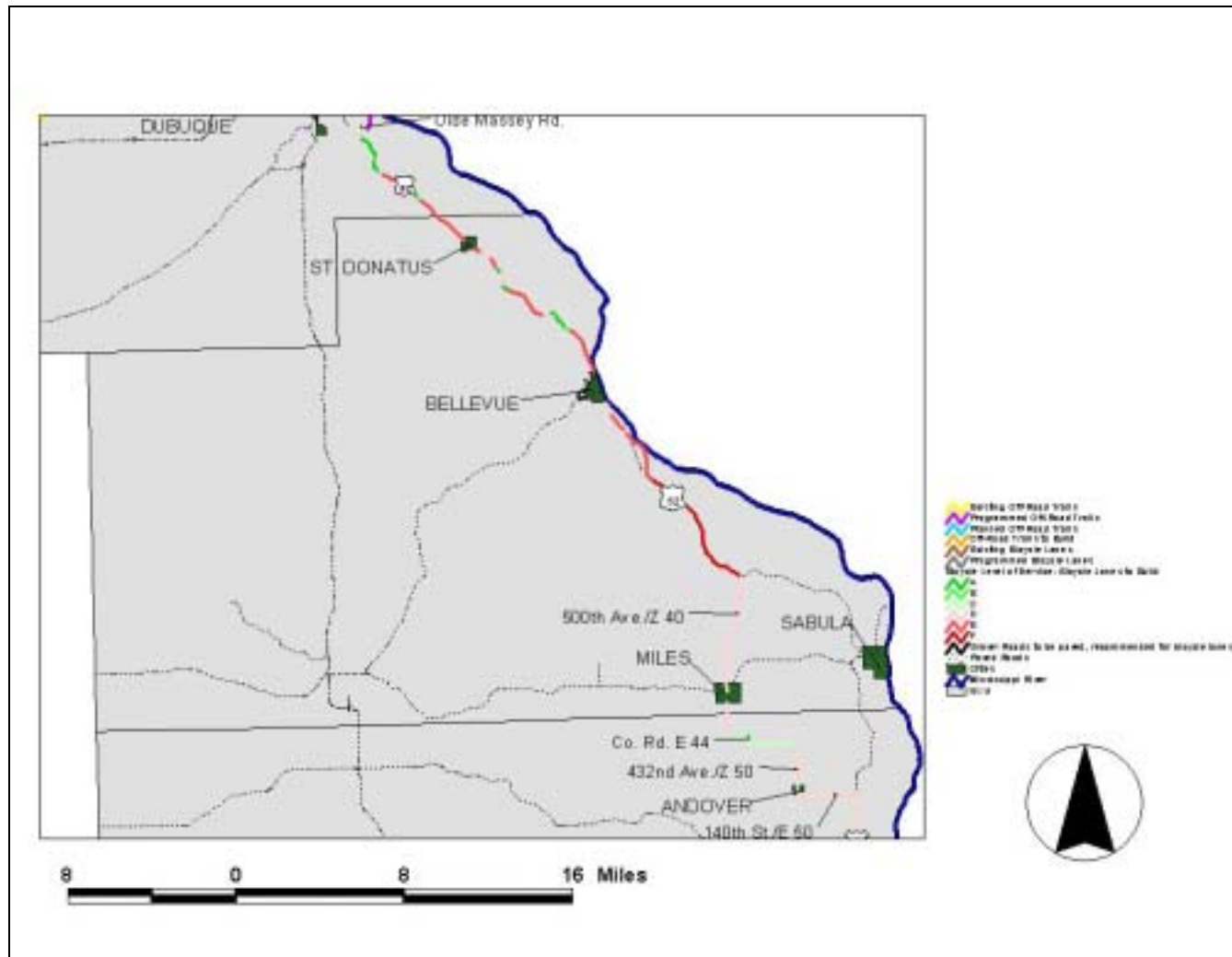


Figure B.27. Bicycle Level of Service Study: Jackson County

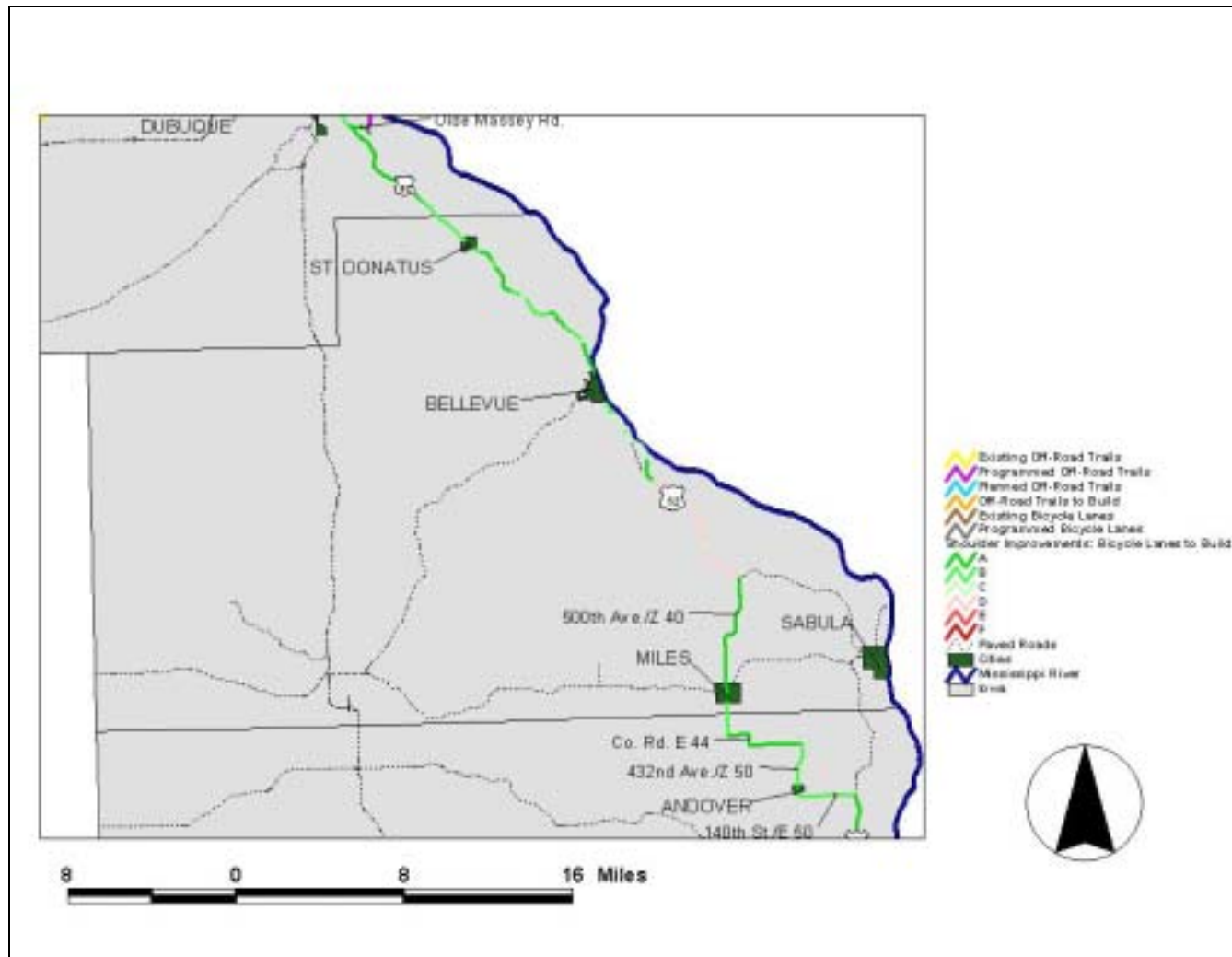
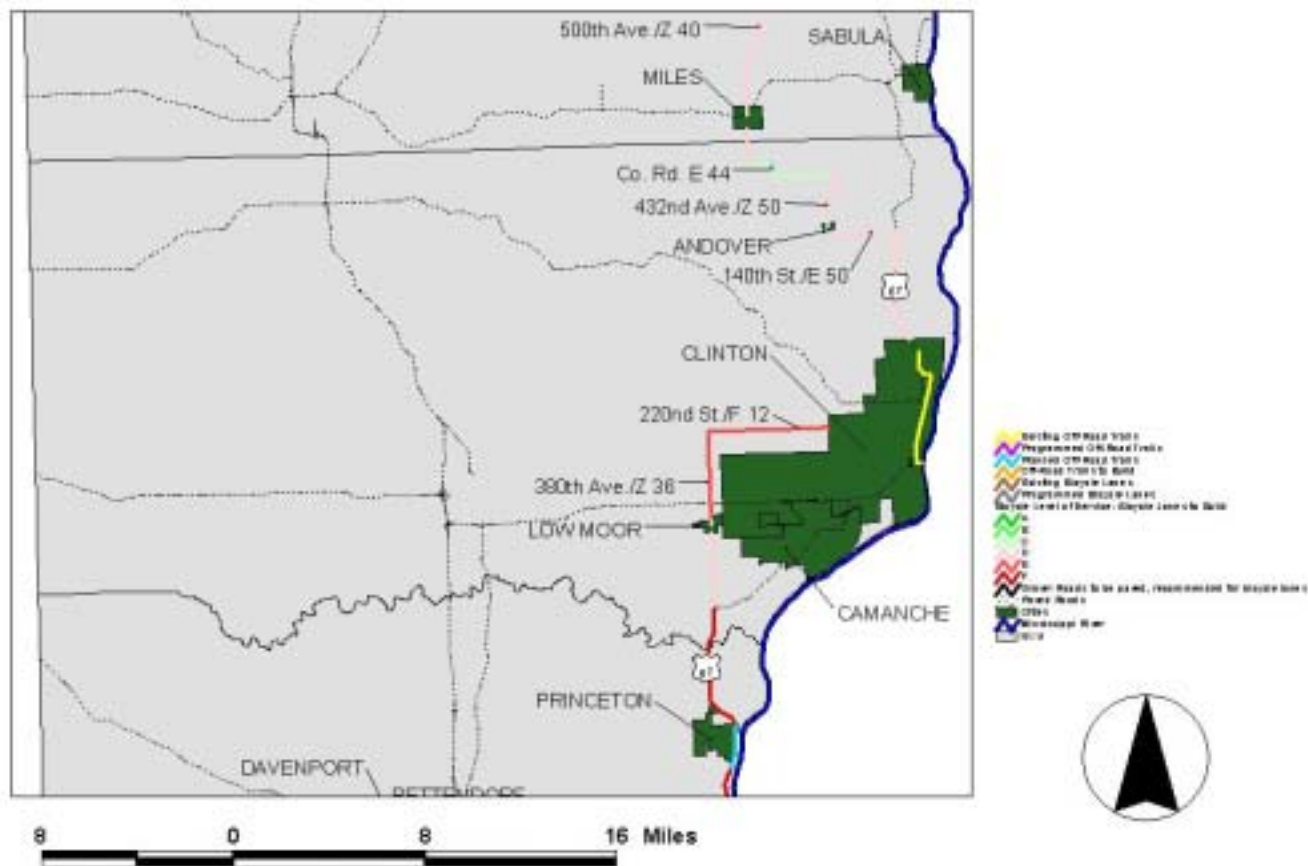


Figure B.28. Shoulder Improvements Study: Jackson County





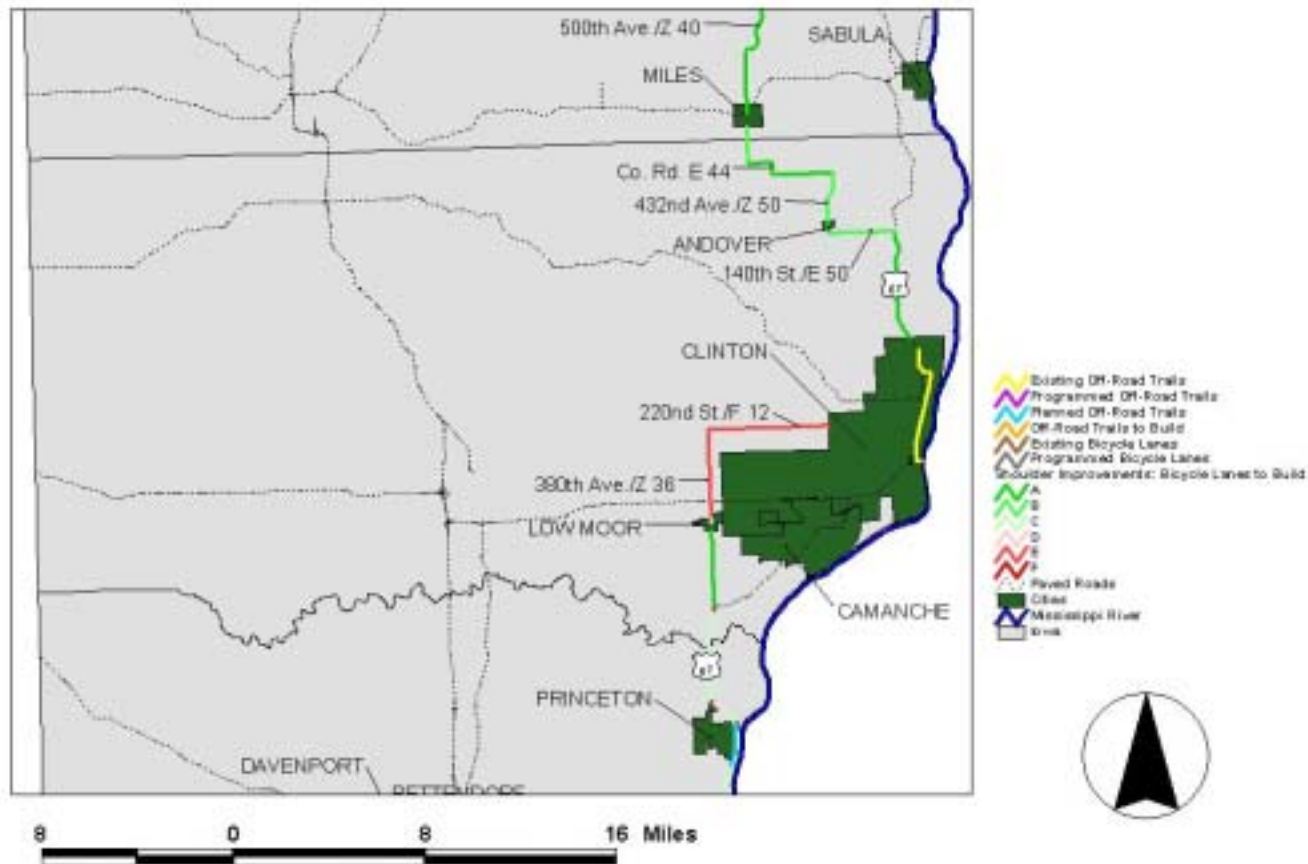
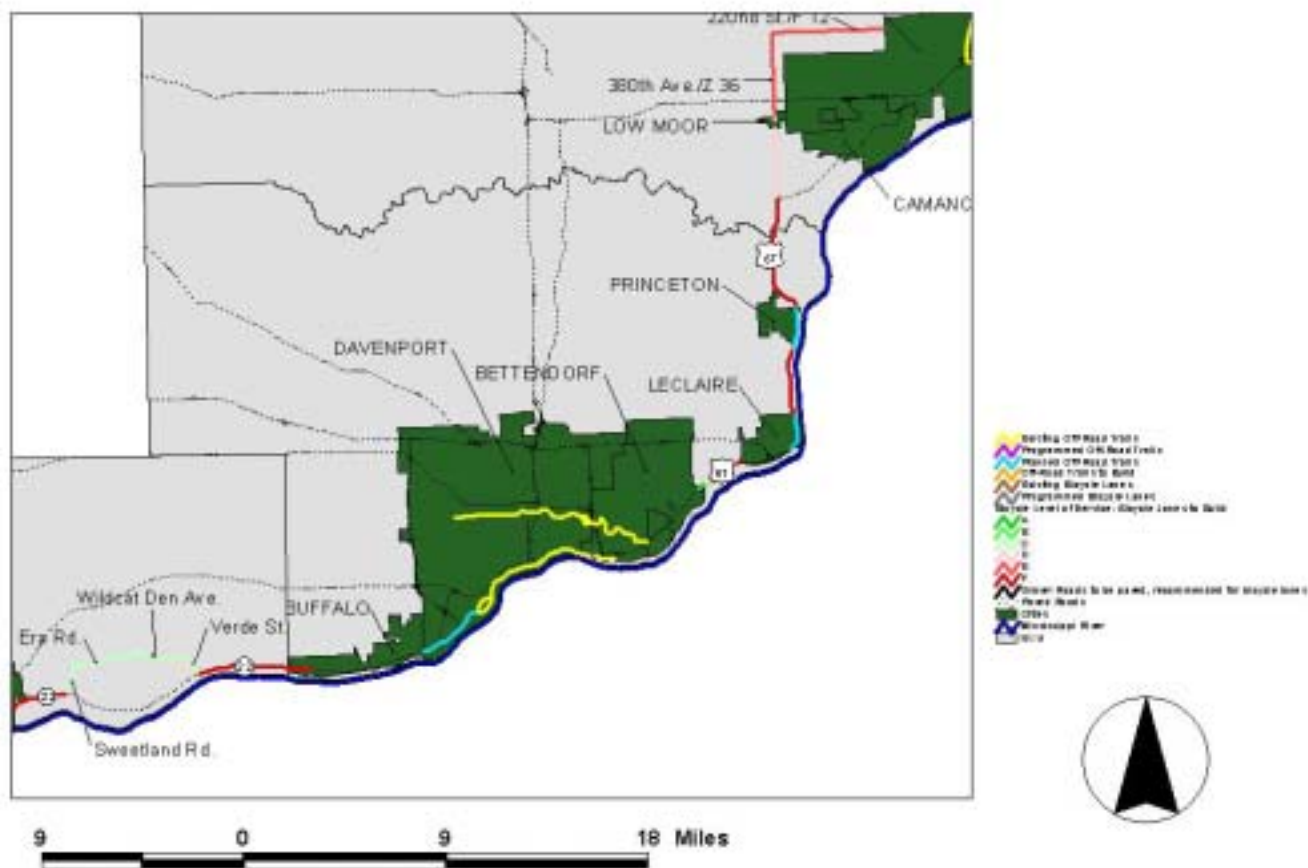


Figure B.30. Shoulder Improvements Study: Clinton County



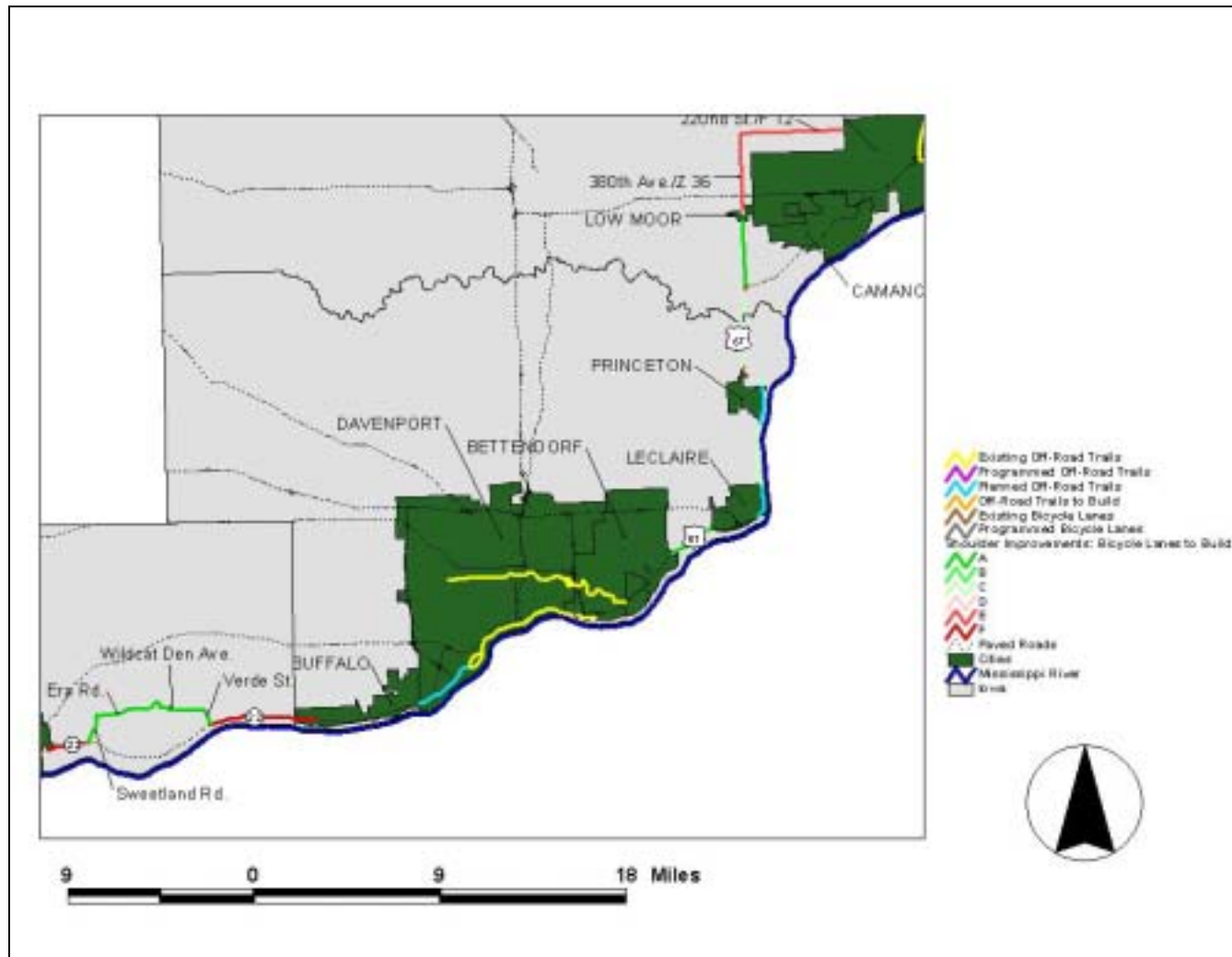
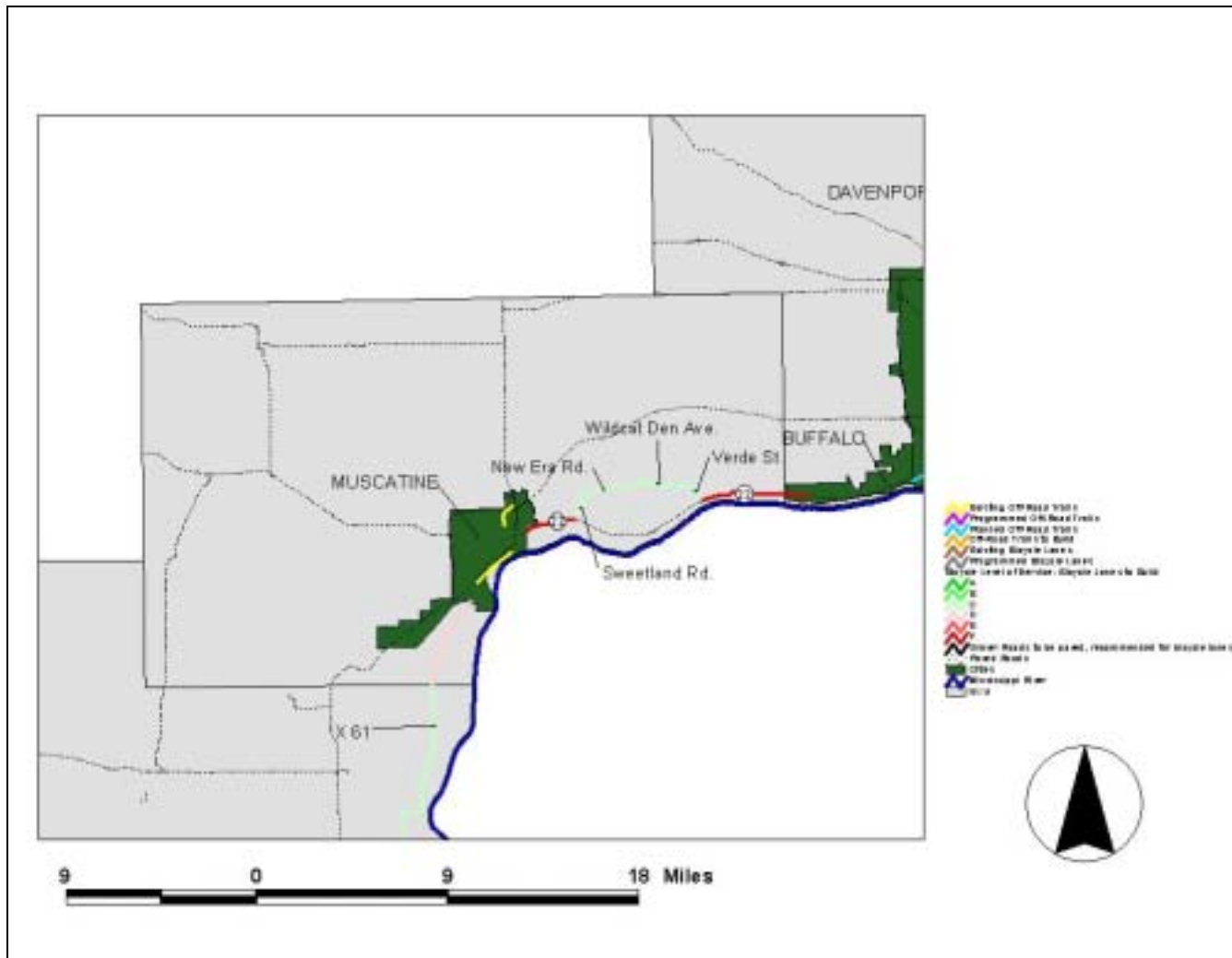


Figure B.32. Shoulder Improvements Study: Scott County



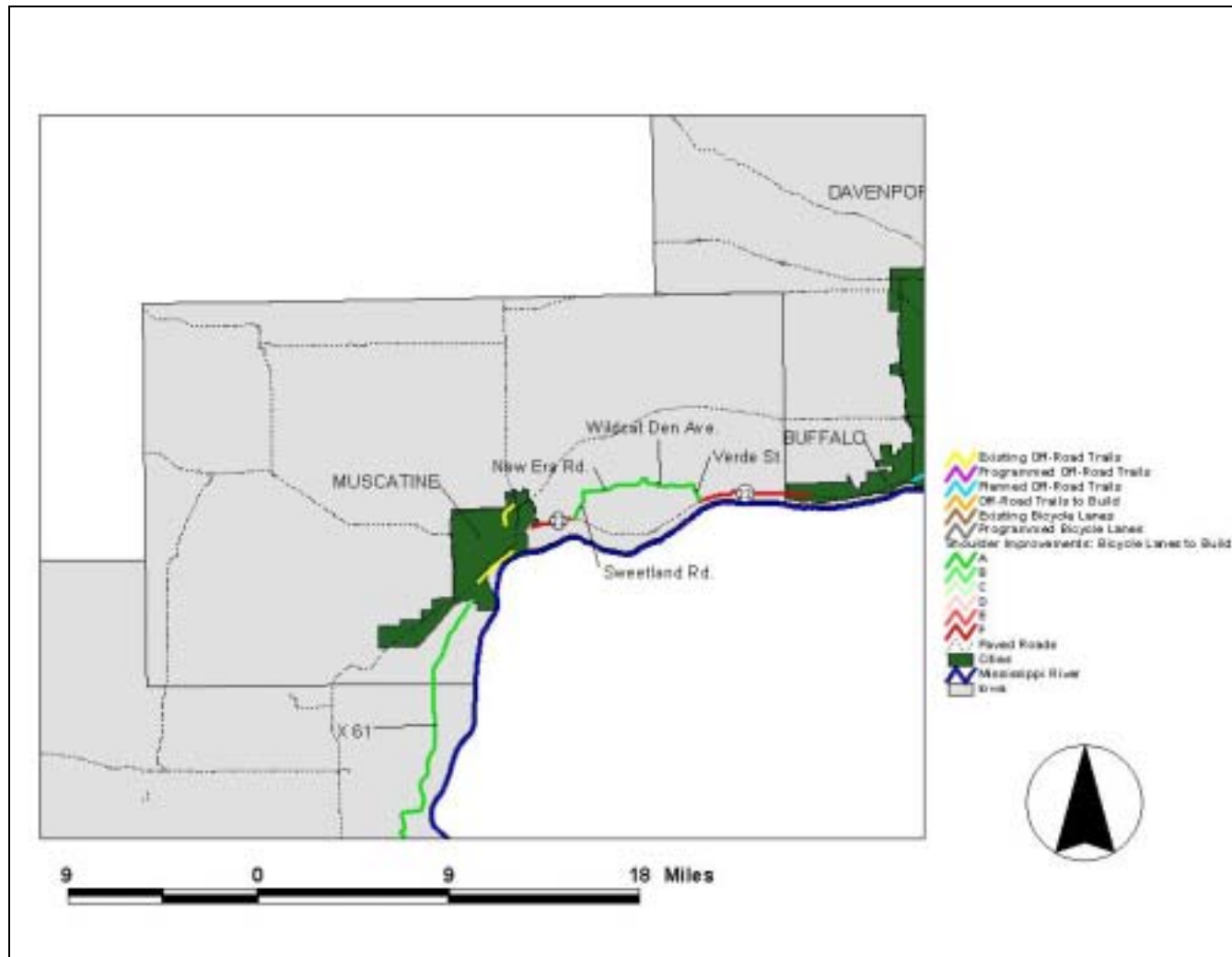


Figure B.34. Shoulder Improvements Study: Muscatine County





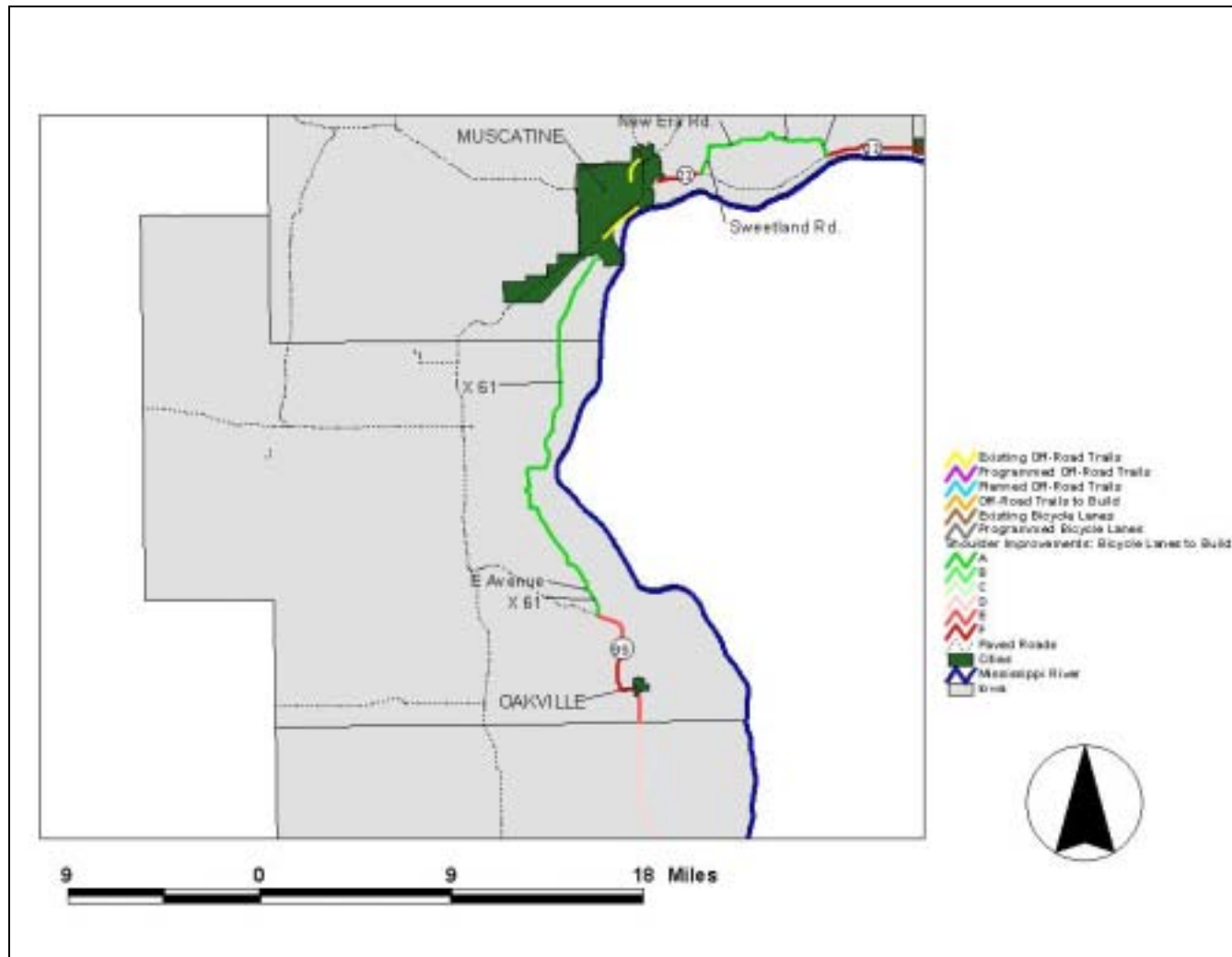
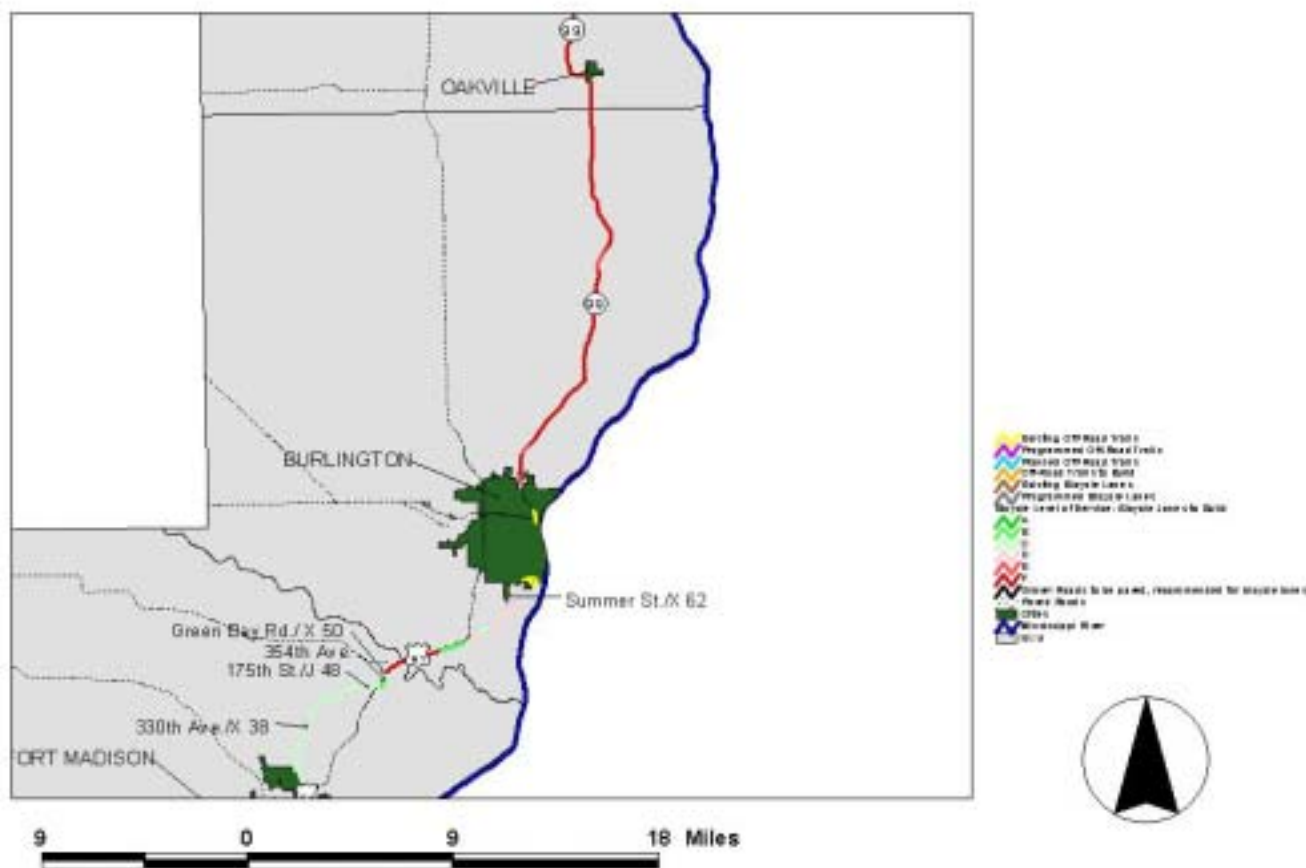


Figure B.36. Shoulder Improvements Study: Louisa County



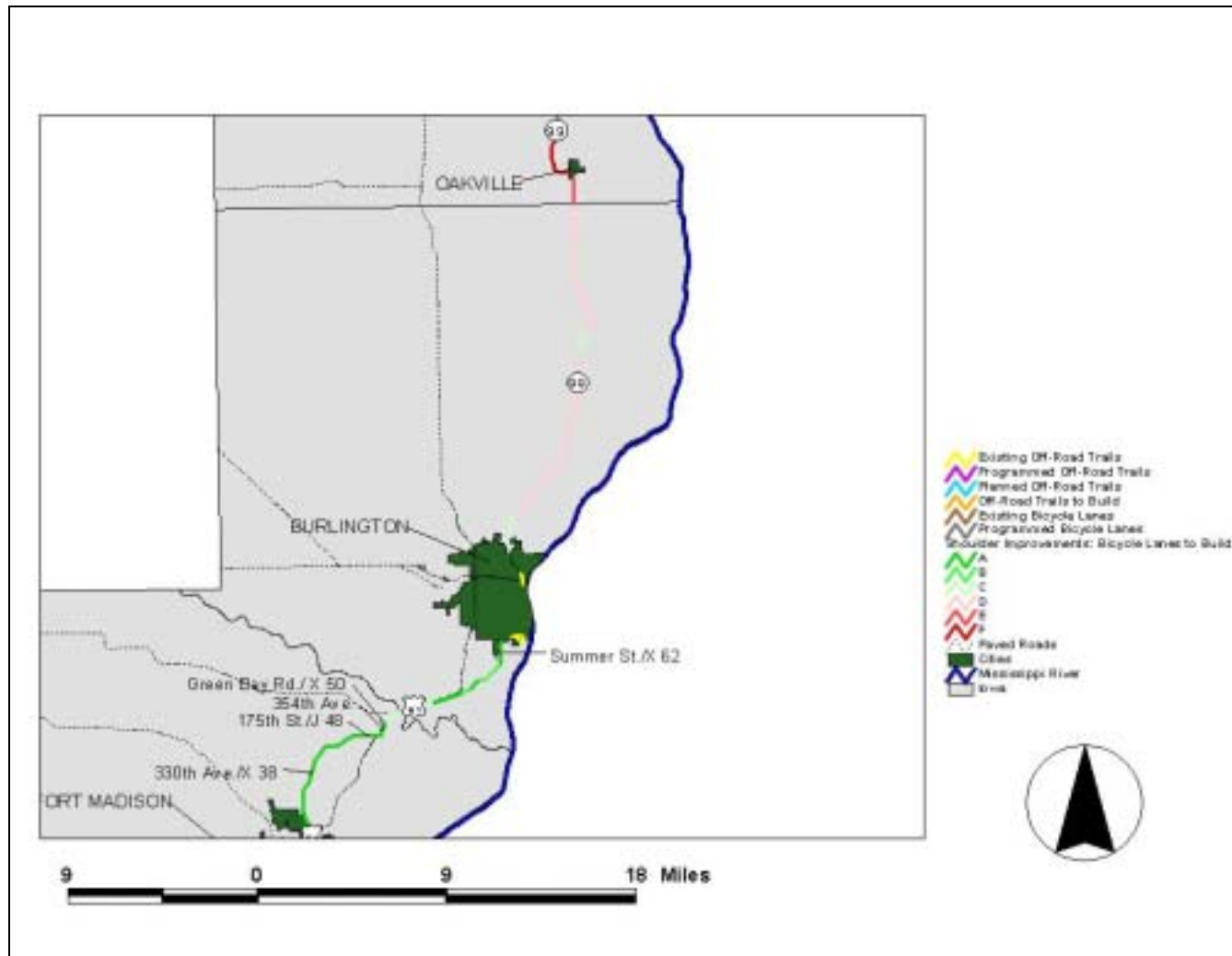


Figure B.38. Shoulder Improvements Study: Des Moines County

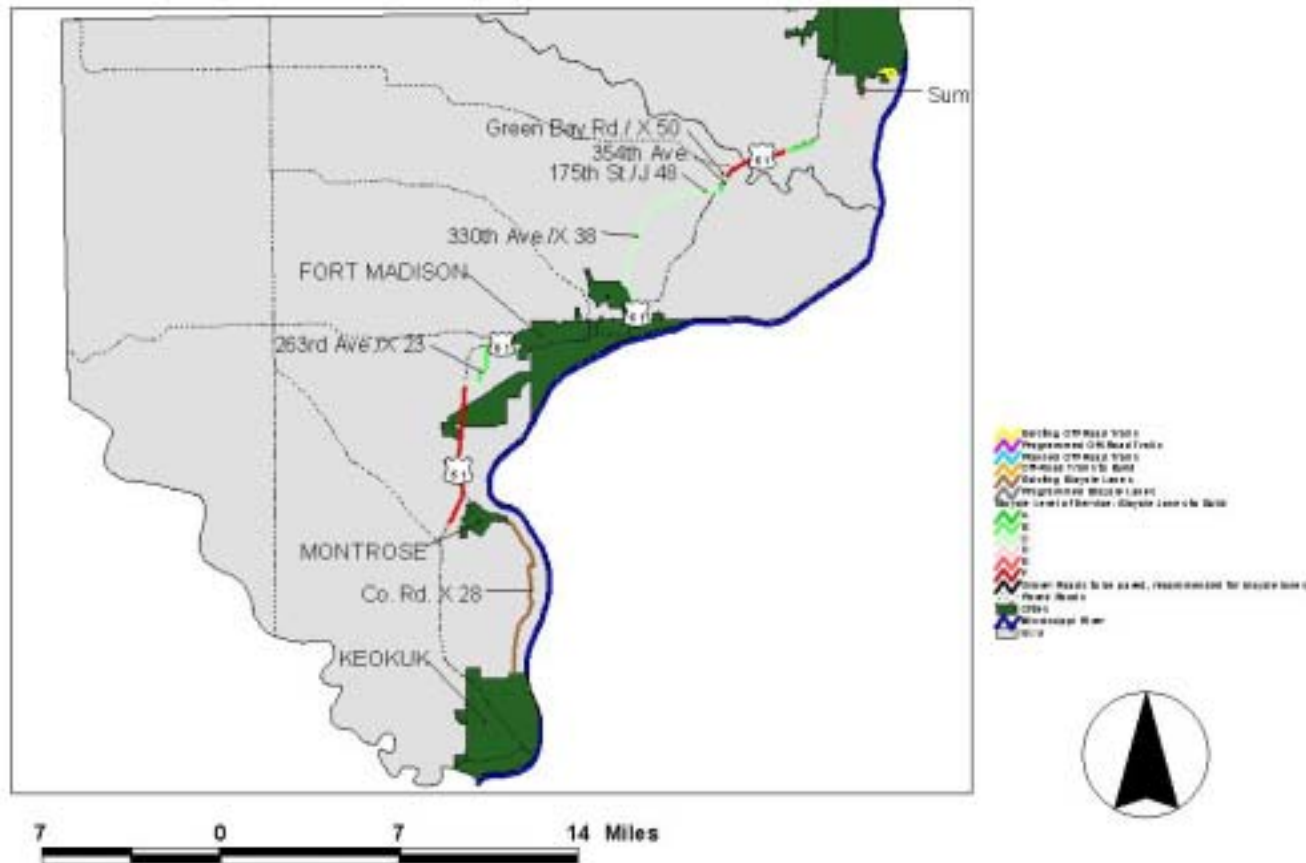


Figure B.39. Bicycle Level of Service Study: Lee County

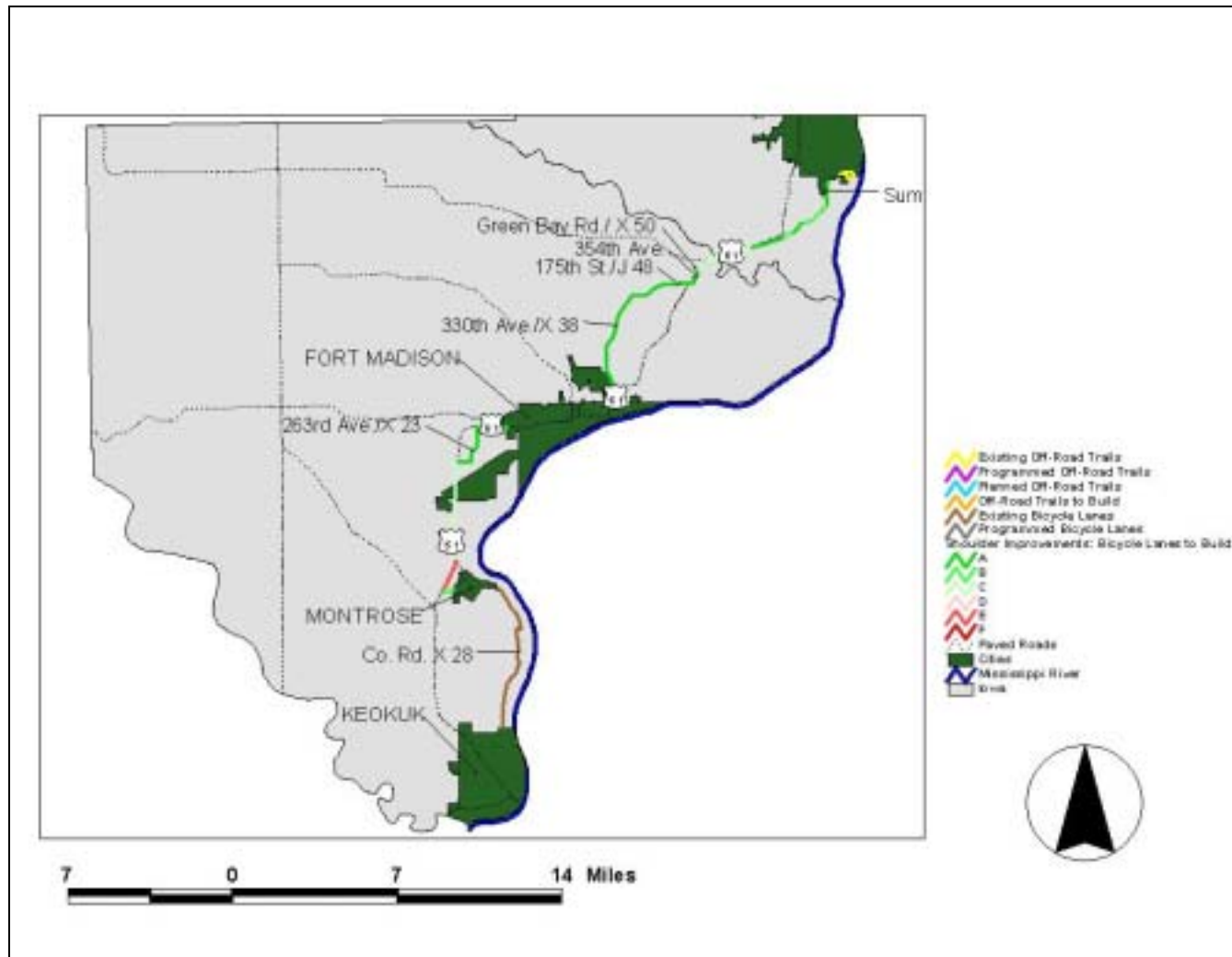


Figure B.40. Shoulder Improvements Study: Lee County